The Hongkong Telegraph.

(ESTABLISHED 1881.)

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October 4th, 1911, Temperature 10 a.m. 82, 4 p.m., 79; Humidity...59, 76.

October 4th, 1910, Temperature 10 a.m. 79, 4 p.m. 78; Humidity...58, 60.

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REUTER'S TELEGRAMS.

THE WAR.

TRIPOLI BOMBARDED.

[Service To The "Telegraph."]

Bombay, Oct. 5, 7.15 a.m.

Reuter's correspondent at Rome states that Vice-Admiral Faravelli telegraphs that he bombarded the forts at Tripoli yesterday at 3.30 p.m.

The land batteries replied ineffectively.

Vice-Admiral Faravelli reports that he took the greatest care not to damage the town.

He resumes the bombardment to-day.

A DRESS REHEARSAL.

Durban, Oct. 5, 6.25 a.m.

The Socialist Deputy, M. de Felice, who is enthusiastically in favour of the war, in describing the bombardment of Tripoli, says that the whole fleet filed past Tripoli in review order dressed with bunting, as a last attempt to induce the Turks to surrender.

The Turks, however, remained unmoved and manned the guns.

APPEAL TO AUSTRIA.

Reuter's Vienna correspondent states that the Turkish Ambassador has informed Count von Aehrenthal that Italy is preparing to land troops in Albania, and asked Austria to insist upon the observance by Italy of the *status quo* in the Balkans.

Count von Aehrenthal replied that Austria would await developments.

BARGES AND BATTLESHIPS.

Bombay, Oct. 4, 2 p.m.

The sole war news to-day consists of a Turkish report that an Italian warship sank two motor-barges at Hodeidah, a seaport in Yemen on the Red Sea and chased a destroyer in the Red Sea.

The destroyer escaped.

REUTER'S TELEGRAMS.

THE WAR.

SITUATION AT PREVEZA.

A report from Corfu states that the Duke of Abruzzi has summoned the Vali of Preveza to surrender, otherwise the warships in harbour would bombard the town.

RESPITE AT TRIPOLI.

No news has been received from Tripoli beyond a report from Admiral Faravelli, which has been published in Rome to the effect that he gave the Turkish commander a respite until noon yesterday.

ADVICE FOR TURKEY.

Durban, Oct. 4, 7.45 a.m.

While no war news is coming through the Powers are apparently still active in giving advice to Turkey.

The Austrian Ambassador had a long interview with the Grand Vizier yesterday and the Russian Ambassador confers with him to-day.

THE UNIVERSAL HOPE.

Mr. Reginald McKenna, First Lord of the Admiralty, speaking at Griffithtown, said that the whole interest of the world was concerned in the restoration of peace. There was not a Foreign Office in Europe, he declared, which did not hope that a satisfactory settlement would be arranged before instead of after wholesale sacrifice of life.

ITALIAN EXPEDITIONARY FORCE.

It was officially announced at Rome last night that while preparations for fitting out the transports were being most actively carried on, the departure of the expeditionary force would be delayed until an undisturbed passage across the Mediterranean was assured.

REUTER'S TELEGRAMS.

THE WAR.

PRISONERS OF WAR.

Durban, Oct. 4, 11.40 p.m.

Reuter's Milan correspondent states that over five hundred prisoners have arrived at various ports.

They will be accommodated at large barracks at Caserta (a town twenty miles from Naples).

TROOPS FOR TRIPOLI.

The first contingent of the expeditionary force for Tripoli, 20,000 strong, is ready to start, but has been delayed owing to reports by Italian cruisers of the presence of Turkish torpedo craft last night on the route that will be taken by the expedition.

A NIGHT PURSUIT.

The Italian warships pursued the torpedo-boats, which escaped in the darkness.

A LARGE ARMY.

It is proposed to land forty thousand Italian troops in Tripoli within a week.

HOME RAILWAYS.

DEMAND FOR NATIONALIZATION.

[Service to the "Telegraph."]

Durban, Oct. 4, 7.45 a.m.

The Railway Commission has concluded the hearing of evidence.

The Railwaymen's Congress at Carlisle has unanimously demanded the nationalization of railways.

WEST AUSTRALIA.

THE ELECTIONS.

[Service to the "Telegraph."]

Durban, Oct. 5, 6.25 a.m.

Reuter's Perth correspondent states that at the elections in West Australia thirty-one Labourites and fifteen Ministerialists have been returned.

REUTER'S TELEGRAMS.

THE NEWBURY CUP.

ROYAL REALM WINS.

[Service to the "Telegraph."]

Bombay, Oct. 5, 12.45 a.m.

The following is the result of the Newbury Autumn Cup, about 2 miles 1 furlong, run at Newbury:—

Royal Realm	1
Marajax	2
Yellow Slave	3

There were twelve starters. Royal Realm won by three lengths, and one length separated second and third.

The betting at the start was: 4 to 1 Royal Realm, 9 to 2 Marajax, 11 to 2 Yellow Slave.

FRENCH NAVAL FUNERAL.

A SHOCKING INCIDENT.

[Service to the "Telegraph."]

Durban, Oct. 4, 7.45 a.m.

An extraordinary incident occurred at Toulon during the funeral of the victims of the Liberte disaster.

A horse bolted and charged the funeral cortege. The spectators gave way to panic and broke the cordons of police and troops.

President Fallières took refuge behind a lamp post.

Ministers and Deputies addressed and reassured the people and the procession was reformed.

Many persons were injured in the rushes of the panic-stricken people.

PORTUGAL.

THE ROYALIST RISING.

[Service to the "Telegraph."]

Durban, Oct. 4, 5.35 p.m.

The Portuguese royalists in London say that North Portugal except Oporto is practically in the hands of the monarchists, who have occupied Chaves, Guimaraes, Barra and Barrance.

On the other hand telegrams from Lisbon state that all is quiet in the northern frontier.

REUTER'S TELEGRAMS.

THE INSURANCE BILL.

[Service to the "Telegraph."]

Durban, Oct. 4, 9.45 a.m.

Speaking at Dundee, Mr. Winston Churchill, Home Secretary, announced that the Government was determined to pass the Insurance Bill.

THE EUROPEAN SITUATION.

A CRITICAL TIME.

[Service to the "Telegraph."]

Durban, Oct. 4, 9.45 a.m.

The Home Secretary, Mr. Winston Churchill, speaking at Dundee said that the aspect of Europe was now harsher and more terrible than it had been for years.

The present anxious and critical time would have been more anxious and more critical if the British navy had not been strong enough to secure the undoubted command of the seas.

Speaking of the Turco-Italian conflict, Mr. Churchill said that it had passed to a stage where words unfortunately were useless.

In regard to Morocco Great Britain wished to see a settlement that would end the Moroccan question for ever and enable France and Germany to live together on terms of mutual respect, as such a settlement would be the only sure foundation for the peace of Europe.

SOUTHERN PERSIA.

PRECAUTIONS AGAINST DISORDER.

[Service to the "Telegraph."]

Durban, Oct. 4, 4.5 p.m.

The Simla correspondent of "The Times" states that owing to the continued disturbed state of Southern Persia it is proposed to strengthen the escorts of the various British Consulates in that region.

The 6th Indian Cavalry and the 39th Central Indian Horse have been warned to be in readiness to embark for the Persian Gulf.

The former will probably be divided between Bandar Abbas and Bankerman (?), and the latter will go to Bushire, Shiraz and Ispahan.

CHINESE TELEGRAMS.

SHUM CHUN HSUN.

THE CHRONIC COMPLAINT.

("Shat Po" Service.)

Peking, October 4.

H.E. Shum Chun Hsun has telegraphed to the Throne his inability to proceed to Szechuan on account of ill-health. The Throne has granted him sick leave, and has ordered His Excellency to proceed to Szechuan as soon as he is better.

CHINA AND JAPAN.

JAPANESE ENGINEER DISMISSED.

["Shat Po" Service.]

Peking, Oct. 4.

The Japanese engineer employed on the Kirin and Fengtien railway has been replaced by a Chinese engineer. The Japanese has now gone to Peking to take proceedings against the railway for breach of agreement.

ADMIRAL RESIGNS.

("Shat Po" Service.)

Peking, Oct. 4.

H. E. Liu Kiang Choi, Admiral and General of Kiangsu, has been allowed to resign, by the Throne, on account of ill-health, and has been granted his full pension.

The vacancy has been filled by General Chang-fun of Kangsu, who will be succeeded by H.E. Chang Wa Chee, Commander-in-Chief of the Chihli forces.

NATIONALIZATION OF RAILWAYS.

["Shat Po" Service.]

Peking, Oct. 4.

The Vice-president of the Chekiang Provincial Assembly has arrived at the Capital in connection with the agitation for the commercial control of the railways.

CHINESE TELEGRAMS.

CHINA'S BUDGET.

IMPERIAL APPROVAL.

["Shung Po" Service.]

Peking, Oct. 4.

The Ministry of Finance has submitted the budget for the fourth year of Hsun Tung.

It has been approved of by the Throne.

THE SZECHUAN TROUBLE.

VICEROY IMPEACHED.

["Shung Po" Service.]

Peking, Oct. 4.

H.E. Tuan Fang has reached the frontier of Szechuan and has found the place in a state of tranquillity. H.E. Tuan Fang has therefore impeached the Viceroy for having despatched exaggerated reports of disorder in the province and has begged the Throne to punish him.

MR. WILLARD D. STRAIGHT.

The marriage of Mr. Willard D. Straight, representative of the Morgan financial interests in China, and Miss Dorothy Payne Whitney, a daughter of the late Mr. William C. Whitney, at one time a prominent American Cabinet Minister, took place at Geneva on Sept. 7. Only some twenty guests were present at the ceremony. After a brief honeymoon the couple were to proceed to China, where they first met when Miss Whitney was travelling. Mr. Straight was at one time in the Imperial Chinese Customs, but he was better known as United States Consul-General at Mukden. After filling this post with distinction Mr. Straight returned to Washington to become head of the Asiatic bureau of the State Department. He resigned this position to join the financial syndicate of which Mr. J. Pierpont Morgan is the head, and was sent back to China to represent its interests. Miss Dorothy Payne Whitney is considered to be one of the wealthiest young women in America. Her brother, Mr. Payne Whitney, is married to a daughter of the late John Hay, the American diplomat.

Weather Forecast.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:
Sterling £1,000,000 at 2/- 15,000,000
Silver 16,750,000
$31,750,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS
G. H. Medhurst, Esq.—Chairman
E. Shellim, Esq.—Deputy Chairman
F. H. Armstrong, Esq. — C. S. Gubbay, Esq.
W. L. Pattenden — F. Lieb, Esq.
Andrew Forbes, Esq. — Hon. Mr. C. H. Ross
G. Friesland, Esq. — H. A. Siebs, Esq.
G. R. Laurenz, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 2½ per cent.

WM. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22

THE YOKOHAMA SPECIE BANK, LIMITED.
Established 1880.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL ... „ 30,000,000
RESERVE FUND ... „ 17,150,000

Head Office—YOKOHAMA.

Branches and Agencies at
Antung-Hsien, Bombay, Changchun, Dairen (Dalny), Fengtien (Mukden), Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons, Nagasaki, Newchwang, New York, Osaka, Pekin, Ryojun (Port Arthur), San Francisco, Shanghai, Tieh-ling, Tientsin, Tokyo

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 25th Sept., 1911. [18

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 3 „ „

GEO. HOGG,
Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Sept., 1911. [19

Banks.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 16th Mar., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital..... £1,000,000
Subscribed „ 1,125,000
Paid Up „ 562,000
Reserve Fund..... 325,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.
BRANCHES:
Bombay, Calcutta, Howrah, Madras, Karachi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, Kota Bahru, Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai.
AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits as under:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

F. C. MACDONALD,
Acting Manager.
1260]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force $39,572,465.00
Assets to read..... 9,872,930.00
Income for Year 3,868,072.00
Insurance Fund..... 9,520,050.00

LEFFERTS KNOX, Esq.—District Manager.
B. W. TAPE, Esq.—District Secretary.
Hongkong, Canton, Macao and the Philippines
Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, 21st July, 1911. [820

Intimations

CANTON-KOWLOON RAILWAY.

JOINT SECTIONAL FARE TABLE.

On and after 5th October, 1911, and until further notice, the following Fare Table will come into operation. Previous Fare Tables cancelled.

STATIONS.		Hongkong & Kowloon	Hunghom	Yaumati	Shatin	Tai Po	Tai Po Market	Fan Ling
HONGKONG AND KOWLOON	1st	50						
	2nd	30						
	3rd	5						
HUNG HOM	1st	90	80					
	2nd	50	30					
	3rd	5	5					
YAUMATI	1st	60	60	40				
	2nd	30	30	20				
	3rd	5	5	5				
SHATIN	1st	1.00	1.00	80	60			
	2nd	50	50	40	30			
	3rd	25	25	20	15			
TAI PO	1st	1.60	1.60	1.40	1.00	60		
	2nd	80	80	70	50	30		
	3rd	40	40	35	25	15		
TAI PO MARKET	1st	1.80	1.60	1.60	1.20	60	60	
	2nd	90	80	80	60	30	30	
	3rd	45	45	40	30	15	15	
FAN LING	1st	2.00	2.00	1.80	1.20	1.00	80	60
	2nd	1.00	1.00	90	60	50	40	30
	3rd	50	50	45	30	25	20	15
SHAM CHUN	1st	2.80	2.80	2.60	1.40	1.20	1.00	80
	2nd	1.40	1.40	1.30	70	60	50	40
	3rd	70	65	60	35	30	25	20
PO KUT	1st	3.00	2.80	2.60	1.60	1.40	1.20	1.00
	2nd	1.50	1.40	1.30	80	70	60	50
	3rd	75	70	65	40	35	30	25
LI LONG	1st	3.20	3.00	2.80	1.60	1.40	1.20	1.00
	2nd	1.60	1.50	1.40	80	70	60	50
	3rd	80	75	70	40	35	30	25
PING WU	1st	3.40	3.20	3.00	1.80	1.60	1.40	1.20
	2nd	1.70	1.60	1.50	90	80	70	60
	3rd	85	80	75	45	40	35	30
TIN TONG WAI	1st	3.60	3.40	3.20	2.00	1.80	1.60	1.40
	2nd	1.80	1.70	1.60	1.00	90	80	70
	3rd	90	85	80	50	45	40	35
SHEK KU	1st	3.80	3.60	3.40	2.00	1.80	1.60	1.40
	2nd	1.90	1.80	1.70	1.00	90	80	70
	3rd	95	90	85	50	45	40	35
TONG TOU HA	1st	4.00	3.80	3.60	2.20	2.00	1.80	1.60
	2nd	2.00	1.90	1.80	1.10	1.00	90	80
	3rd	1.00	95	90	55	50	45	40
LUM TSUN	1st	4.20	4.00	3.80	2.40	2.20	2.00	1.80
	2nd	2.10	2.00	1.90	1.20	1.10	1.00	90
	3rd	1.05	1.00	95	60	55	50	45
CHEUNG MUK TOU AND SHI KMA	1st	4.40	4.20	4.00	2.60	2.40	2.20	2.00
	2nd	2.20	2.10	2.00	1.30	1.20	1.10	1.00
	3rd	1.10	1.05	1.00	65	60	55	50
TU TONG	1st	4.60	4.40	4.20	2.80	2.60	2.40	2.20
	2nd	2.30	2.20	2.10	1.40	1.30	1.20	1.10
	3rd	1.15	1.10	1.05	70	65	60	55
SHEUNG PING AND MUK LUN	1st	4.80	4.60	4.40	3.00	2.80	2.60	2.40
	2nd	2.40	2.30	2.20	1.50	1.40	1.30	1.20
	3rd	1.20	1.15	1.10	75	70	65	60
WANG LIK	1st	5.00	4.80	4.60	3.20	3.00	2.80	2.60
	2nd	2.50	2.40	2.30	1.60	1.50	1.40	1.30
	3rd	1.25	1.20	1.15	80	75	70	65
NAM SHEU	1st	5.20	5.00	4.80	3.40	3.20	3.00	2.80
	2nd	2.60	2.50	2.40	1.70	1.60	1.50	1.40
	3rd	1.30	1.25	1.20	85	80	75	70
SAI WU	1st	5.40	5.20	5.00	3.60	3.40	3.20	3.00
	2nd	2.70	2.60	2.50	1.80	1.70	1.60	1.50
	3rd	1.35	1.30	1.25	90	85	80	75
SHEK LUNG	1st	5.60	5.40	5.20	3.80	3.60	3.40	3.20
	2nd	2.80	2.70	2.60	1.90	1.80	1.70	1.60
	3rd	1.40	1.35	1.30	95	90	85	80
SHEK LIK KOU	1st	5.80	5.60	5.40	4.00	3.80	3.60	3.40
	2nd	2.90	2.80	2.70	2.00	1.90	1.80	1.70
	3rd	1.45	1.40	1.35	1.00	95	90	85
SHEK TAN	1st	6.00	5.80	5.60	4.20	4.00	3.80	3.60
	2nd	3.00	2.90	2.80	2.10	2.00	1.90	1.80
	3rd	1.50	1.45	1.40	1.05	1.00	95	90
SHEK HA	1st	6.20	6.00	5.80	4.40	4.20	4.00	3.80
	2nd	3.10	3.00	2.90	2.20	2.10	2.00	1.90
	3rd	1.55	1.50	1.45	1.10	1.05	1.00	95
SHEN TSUN	1st	6.40	6.20	6.00	4.60	4.40	4.20	4.00
	2nd	3.20	3.10	3.00	2.30	2.20	2.10	2.00
	3rd	1.60	1.55	1.50	1.15	1.10	1.05	1.00
NGA YEO	1st	6.60	6.40	6.20	4.80	4.60	4.40	4.20
	2nd	3.30	3.20	3.10	2.40	2.30	2.20	2.10
	3rd	1.65	1.60	1.55	1.20	1.15	1.10	1.05
TONG MEI	1st	6.80	6.60	6.40	5.00	4.80	4.60	4.40
	2nd	3.40	3.30	3.20	2.50	2.40	2.30	2.20
	3rd	1.70	1.65	1.60	1.25	1.20	1.15	1.10
SUN TONG	1st	7.00	6.80	6.60	5.20	5.00	4.80	4.60
	2nd	3.50	3.40	3.30	2.60	2.50	2.40	2.30
	3rd	1.75	1.70	1.65	1.30	1.25	1.20	1.15
NAM KONG	1st	7.20	7.00	6.80	5.40	5.20	5.00	4.80
	2nd	3.60	3.50	3.40	2.70	2.60	2.50	2.40
	3rd	1.80	1.75	1.70	1.35	1.30	1.25	1.20
WU CHUNG	1st	7.40	7.20	7.00	5.60	5.40	5.20	5.00
	2nd	3.70	3.60	3.50	2.80	2.70	2.60	2.50
	3rd	1.85	1.80	1.75	1.40	1.35	1.30	1.25
CHE PI	1st	7.60	7.40	7.20	5.80	5.60	5.40	5.20
	2nd	3.80	3.70	3.60	2.90	2.80	2.70	2.60
	3rd	1.90	1.85	1.80	1.45	1.40	1.35	1.30
SHEK PAI	1st	7.80	7.60	7.40	6.00	5.80	5.60	5.40
	2nd	3.90	3.80	3.70	3.00	2.90	2.80	2.70
	3rd	1.95	1.90	1.85	1.50	1.45	1.40	1.35
CANTON (TAI SHA TAU)	1st	8.00	7.80	7.60	6.20	6.00	5.80	5.60
	2nd	4.00	3.90	3.80	3.10	3.00	2.90	2.80
	3rd	2.00	1.95	1.90	1.55	1.50	1.45	1.40

NOTE.—These Fares are quoted in Hongkong currency.

Return tickets will be issued to 1st and 2nd class passengers at one and a half single fare.

Goods Tariff may be had on application at the head offices British Section, Kowloon, and Chinese Section, Canton. Price 50 cents.

By Order,
E. S. LINDSEY, *Manager*,
British Section,
Canton-Kowloon Railway.

By Order,
THE ADMINISTRATION,
Imperial Chinese Section.
Canton-Kowloon Railway.
[1411

OUR CONTEMPORARIES.

What They Think.

China Mail.

The Railway Opening.

To revert to the undertaking whose fruition is to-day being celebrated, though it has not been one of abnormal magnitude, the difficulties have been not a few. From an engineering point of view there have been many adverse conditions to face—rivers to be bridged and huge cuttings to be carried through. Then, too, the mysterious factors *fengshui* and interference with graves had to be seriously reckoned with, but, thanks to the skill and tact of the officials these difficulties have been successfully overcome. As chief engineer, Mr. Frank Grove has had a most onerous and difficult post to fill, but as well in the practical work as in the handling of delicate matters touching native susceptibilities he has won through in a manner which is a lasting tribute to British integrity and conciliation. It is particularly gratifying to feel that the difficult question of a working agreement between the two sections has been come to after lengthy negotiation. What is now needed to abstract the best results from the joint enterprises is whole-hearted co-operation for the general good of both. Given this, the future takes on a bright and hopeful outlook.

Daily Press.

A Lost Cause.

We have heard of the discovery of many royalist plots in the past twelve months pointing to some concerted action, and it is possibly true, as many believe, that the nation remains at heart attached to the monarchic principle. The Powers, however, in formally recognising the Republic after twelve months' delay, have probably assured themselves that the Republic is firmly established, and that whatever plots may be formed for the restoration of the monarchy are destined to be futile. We share the widely-held view that the King's cause was lost by the ignominious manner of his flight, for he left behind him no imperishable memory of a courageous defence of his throne such as would have been a perennial inspiration to his former subjects. Personal courage in a King in crises of this kind has always appealed strongly to the people's imagination, and the absence of it must serve to weaken faith not only in the monarch himself but in the principle of Government he represents. While news from Portugal is subject to a strict censorship, many people may hesitate to accept the official announcement that the attempt to overthrow the Republic has completely failed, but whatever may be their political sympathies all men will hope that this unhappy country is not to become the arena of a prolonged civil war.

South China Morning Post.

Hongkong and the Railway.

What use is the Kowloon-Canton Railway to Hongkong? Many people are asking the question, some of them not without scepticism. We think a sufficient answer is not difficult to find. Indisputably, the Colony has suffered tremendously in recent years in its prestige as a distributing centre on account of the development of other important places within easy distance. The Philippines particularly, on account of the operation of the Payne Tariff Bill, have come to the front in direct trading with the United States, and have practically deprived Hongkong of what at one time was a very considerable storage and trans-shipment business. Then we have such ports in the neighbourhood as Canton and the other coast ports, all now demanding direct shipment from various parts of the world, a demand which has not gone uncatered for, especially by Japanese shipping.

CANTON-KOWLOON RAILWAY.

TIME TABLE.

On and after 5th October, 1911, until further notice.

Previous Time-Tables cancelled.

DOWN TRAINS.

STATIONS.		No. 1 Through	No. 3 Through	No. 5 Joint Sectional	No. 7 Joint Sectional	No. 9 Joint Sectional	No. 11 Sectional	No. 13 Sectional	No. 15 Sectional
Canton, (Tai Sha Tou),	dep.	7.55	14.25		7.00	13.30			
	arr.				7.08	13.38			
Shek Pai,	dep.	8.02	14.32		7.09	13.39			
	arr.				7.20	13.50			
Che Pi,	dep.	8.12	14.42		7.22	13.52			
	arr.				7.32	14.02			
Wu Chung,	dep.	8.20	14.51		7.33	14.03			
	arr.				7.44	14.14			
Nan Kong,	dep.	8.29	15.00		7.46	14.16			
	arr.				7.57	14.27			
Sun Tong,	dep.	8.39	15.10		7.58	14.28			
	arr.				8.03	14.33			
Tong Mei,	dep.	8.44	15.15		8.05	14.35			
	arr.				8.10	14.40			
Nga Yeo,	dep.	8.48	15.19		8.11	14.41			
	arr.				8.20	14.50			
Sien Tsun,	dep.	8.55	15.26		8.22	14.52			
	arr.				8.31	15.01			
Shek Ha,	dep.	9.03	15.34		8.32	15.02			
	arr.				8.40	15.10			
Shek Tau,	dep.	9.09	15.40		8.42	15.12			
	arr.				8.47	15.17			
Shek Lik Kou,	dep.	9.13	15.44		8.48	15.18			
	arr.	9.21	15.52		8.58	15.28			
Shek Lung,	dep.	9.31	16.00	7.30					
	arr.		16.06	7.36					
Sai Wu,	dep.	9.36	16.07	7.37					
	arr.		16.17	7.47					
Nam Shek,	dep.	9.45	16.18	7.48					
	arr.		16.29	7.59					
Wang Lik,	dep.	9.55	16.30	8.01					
Sheung ping & Muk Lun,	arr.		(15.39 x No. 2 16.44)	8.10					
	dep.	10.03		8.13					
Tu Tong,	arr.		16.49	8.20					
	dep.	10.09	16.50	8.21					
Cheung Muk Tou & Shek Ma,	arr.	10.22	17.04	8.35					
	dep.	x No. 4	17.06	8.38					
Lum Tsun,	arr.		17.17	8.49					
	dep.	10.33	17.18	8.50					
Tong Tou Ha,	arr.		17.25	8.57					
	dep.	10.39	17.26	8.59					
Shek Ku,	arr.		17.33	9.06					
	dep.	10.45	17.34	9.07					
Tin Tong Wai,	arr.		17.40	9.13					
	dep.	10.50	17.41	9.14					
Ping Wu,	arr.		17.51	(9.24 x No. 4 9.32)					
	dep.	10.59	17.53						
Li Long,	arr.		18.04	9.43					
	dep.	11.09	18.05	9.44					
Pu Kut,	arr.		18.16	9.54					
	dep.	11.18	18.18	9.56					
Shum Chun,	arr.	11.29	18.30	10.08					
	dep.	11.30	18.35			9.00	16.00		
Fan Ling,	arr.	11.47				9.12	16.12		17.15
	dep.	11.48	18.43			9.13	16.13		17.30
Tai Po Market,	arr.	11.57				9.28	16.28		17.32
	dep.	11.59	18.51			9.32	16.32		17.36
Tai Po,	arr.	12.03				9.36	16.36		17.43
	dep.	12.05	18.54			9.40	16.40		18.04
Sha Tin,	arr.	12.18				10.01	17.01		18.05
	dep.	12.19	19.06			10.02	17.02		18.22
Yaumati,	arr.	12.30				10.10	17.19		18.24
	dep.	12.31	19.15			10.21	17.21		18.29
Hung Hom,	arr.	12.35	19.18			10.26	17.26		
	dep.	12.36	19.20			10.27	17.27		
Kowloon,	arr.	12.39	19.22	Passengers for British Section continue by No. 1 Through.	Passengers for Shum Chun and British Section go by No. 1 Through.	Passengers for stations beyond Shek Lung and to Shum Chun, Hung Hom and Hongkong only go by No. 3 Through.	10.30	17.30	

UP TRAINS.

STATIONS.		No. 2 Through	No. 4 Through	No. 6 Joint Sectional	No. 8 Sectional	No. 10 Sectional	No. 12 Joint Sectional	No. 14 Sectional
Kowloon,	dep.	14.25	8.00	11.10			7.00	15.45
	arr.			11.03				
Hung Hom,	dep.	14.27	8.02	11.04			7.03	15.48
	arr.			11.09			7.04	15.50
Yaumati,	dep.	14.30	8.05	11.11			7.09	15.55
	arr.			11.28			7.11	15.58
Sha Tin,	dep.	14.39	8.14	11.29			7.28	16.15
	arr.			11.50			7.29	16.16
Tai Po,	dep.	14.51	8.26	11.54			7.50	(16.38 x No. 13 16.42)
	arr.			11.58			7.54	
Tai Po Market,	dep.	14.54	8.29	12.02			7.58	16.46
	arr.			12.17			8.02	16.50
Fan Ling,	dep.	15.02	8.37	12.18			8.17	17.05
	arr.	15.10	8.45	12.30			81.8	
Shum Chun,	dep.	15.15	8.55	13.00			8.30	
	arr.		9.07	13.12				
Pu Kut,	dep.	15.26	9.09	13.14				
	arr.		9.19	13.24				
Li Long,	dep.	15.35	9.20	13.25				
	arr.			13.36				
Ping Wu,	dep.	15.45	(9.31 x No. 3 9.33)	13.38				
	arr.		9.43	13.48				
Fin Tong Wai,	dep.	15.54	9.44	13.49				
	arr.		9.50	13.55				
Shek Ku,	dep.	15.59	9.51	13.56				
	arr.		9.58	14.03				
Tong Tou Ha	dep.	16.05	10.00	14.05				
	arr.		10.07	14.12				
Lum Tsun,	dep.	16.11	10.08	14.13				
	arr.			14.24				
Cheung Muk Tou & Shek Ma	dep.	16.22	(10.19 x No. 1 10.23)	14.26				
	arr.		10.37	14.40				
Tu Tung,	dep.	16.35	10.38	14.41				
	arr.	16.41	10.45	14.48				
Sheungping & Muk Lun,	dep.	x No. 3	10.47	14.50				
	arr.		10.56	14.59				
Wang Lik,	dep.	16.49	10.57	15.01				
	arr.		11.08	15.12				
Nan Shek,	dep.	16.59	11.09	15.13				
	arr.		11.19	15.23				
Sai Wu,	dep.	17.08	11.20	15.24				
	arr.	17.13	11.26	15.30				
Shek Lung,	dep.	17.18	11.36		9.30	16.00		
	arr.				9.40	16.10		
Shek Lik Kou,	dep.	17.26	11.44		9.41	16.11		
	arr.				9.46	16.16		
Shek Tau,	dep.	17.30	11.48		9.48	16.18		
	arr.				9.56	16.26		
Shek Ha,	dep.	17.36	11.54		9.57	16.27		
	arr.				10.06	16.36		
Sien Tsun,	dep.	17.43	12.02		10.08	16.38		
	arr.				10.17	16.47		
Nga Yeo,	dep.	17.50	12.09		10.18	16.48		
	arr.				10.23	16.53		
Tong Mei,	dep.	17.54	12.13		10.25	16.55		
	arr.				10.30	17.00		
Sun Tong,	dep.	17.59	12.18		10.32	17.02		
	arr.				10.43	17.13		
Nam Kong,	dep.	18.10	12.28		10.45	17.15		
	arr.				10.56	17.26		
Wu Chung,	dep.	18.18	12.37		10.57	17.27		
	arr.				11.07	17.37		
Che Pi,	dep.	18.27	12.46		11.09	17.39		
	arr.				11.20	17.50		
Shek Pai,	dep.	18.37	12.56		11.22	17.52		
Canton, (Tai Sha Tau.)	arr.	18.44	13.03	Passengers for stations beyond Shek Lung go by No. 10 Sectional.	11.30	18.00	Passengers from Intermediate Stations between Shum Chun and Shek Lung and for Canton only go by No. 4 Through.	

By Order,
E. S. Lindsey,
Manager,
British Section,
Canton-Kowloon Railway.

By Order,
The Administration,
Imperial Chinese Section,
Canton-Kowloon Railway.

POLO CLUB GYMKHANA.

Next Saturday's Race.

The entries for the Gymkhana meeting to be held on Saturday under the auspices of the Hongkong Polo Club closed on the 27th ult. As far as I have been able to gather some excellent racing is promised by the large number of entries secured. For the handicap race for all China ponies nearly every one of the Gymkhana Club cracks have been entered, including such favourites as Lachine, Favonius, Brushwood Boy and Merry Scot. On account of the short distance—five furlongs—such sprinters as Raffles, Trewint, Urgent and James have also entered and as they will have the benefit of the handicap in their favour, it remains to be seen what the long stayers are capable of accomplishing with the penalty they have to carry.

The four furlongs ladies' nomination will bring out a previous winner, Seaweed, who has since changed owner. This pony has been entered by Mr. H. A. Law and is nominated, I understand, by Miss E. Potts. If Seaweed wins, Miss Potts will have the distinction of two successful nominations within a week, since the pony (Raffles) nominated by her won the ladies' race last Saturday.

Seven polo owners have entered for the two furlongs straight race. One of the conditions is that owners must ride their own ponies. It is said that Baluchi Chief, Tregon and The Ramp are among the entrants, while the name of a pony of the Hon. Mr. C. H. Ross also figures in the list of entrants. It should be difficult to pick out the winner as the distance is such a short one. The pony getting the benefit of the start will probably win.

The Once Round handicap race for subscription griffins of the seasons 1910 and 1911 will most likely bring out Kerry, Alacrity and Matchless Chief to the field. The distance is peculiarly one for ponies of the class named, whose best performance is limited to the circle and no more. There will not be much of a choice between Kerry and Alacrity; both have won before. The latter is in fine fettle and if Kerry is ridden by his owner there is certain to be an exciting finish between the two.

The longest distance so far for any gymkhana race has been one mile and a quarter, so that the innovation of introducing a mile and a half race for next Saturday will be appreciated. The prize for this race is presented by our new Colonial Secretary. I am glad to note that in this high official we have another practical supporter of the Sport of Kings. What a keen enthusiast his predecessor in office was all know who have been privileged with the acquaintance of Sir Henry May. For the fifth race of the afternoon no less than nine ponies have been nominated. I give below the names with their respective handicap weights:—

Favonius,	158	lbs.
Oil King	154	"
Brushwood Boy,	154	"
Arcadian Chief,	153	"
Merry Scot,	152	"
Kerry,	150	"
Mombassa,	147	"
Rejected,	145	"
Trewint,	140	"

After Oil King's splendid win last week and Merry Scott's excellent showing in the 1.1-4 mile race, I guess they will be very largely fancied for this event, more especially if they are going to be piloted by Mr. Gegg and Mr. David as on the last occasion. Brushwood Boy's chances should not be despised. It should be remembered that he will not be so heavily penalised again as, after Oil King's win, the latter pony has been classed on equal terms with Brushwood Boy for the forthcoming meeting. Merry Scot has a slight advantage of 2lbs only over both the favourites. It remains to be seen whether over the longer distance he can out-class Brushwood Boy who has shown what he can do over a long course. I must not omit mention of Favonius who is distinctly taking after his easy win in the first race at the last meeting. If he keeps in the same fine form he should carry off the main event on Saturday with flying colours.

RIDING BOY.

Prepaid Advertisements.

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BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 153, Wanchai Road, Telephone No. 312. [1280

TO LET.—TWO ROOMS suitable as Offices in St. George's Building, 3rd Floor. For particulars please apply to F. Blackhead and Co. [1317

WANTED.—Young man of English parentage aged 16 to 18. No previous business experience necessary, but must be quick and accurate at figures.—Apply "Box" [1421

WANTED.—FLAT or SMALL HOUSE, Furnished or Unfurnished, state terms and particulars.—Apply to Q.Q., c/o "Hongkong Telegraph." [1418

Notices.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1911, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay, adjoining Inland Lot No. 1740, in the Colony of Hongkong, for a term of 75 years, commencing 1st May, 1905, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E.	S.W.	S.E.	N.W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Inland Lot No. 1890	Adjoining Inland Lot No. 1740, Causeway Bay.	ft. About 75	ft. 65	ft. 70	ft. 55	about 4,300	$ (4%)	$ 1,000

Hongkong, 30th Sept., 1911. [1415

G. R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1911, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Kennedy Town in the Colony Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Inland Lot No. 1891	Kennedy Town.	feet 242	feet 142	feet 50	feet 50	7,000	$ 80	$ 2,100

Hongkong, 2nd Oc., 1911. [1417

G. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following subjects will RE-OPEN on MONDAY, October 9th:—

ENGINEERING SECTION:—
Building Construction and Drawing.
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Machine Drawing.
Steam.
Mathematics.
Applied Mechanics.
Physics.

COMMERCE SECTION:—
English.
French.
Chinese (Cantonese Colloquial).
Shorthand.
Book-keeping.

SCIENCE SECTION:—
Chemistry: Theoretical and Practical.
Metallurgy.
Physics.
Electricity.
First aid to the wounded.

TEACHERS' CLASSES:—
English, and Methods of Teaching.
Kindergarten.

New Students should attend at the Institute to be enrolled TO-DAY, or TO-MORROW, (October 5th) between 6 and 7 p.m.

Copies of the Prospectus and entry forms for intending students may be obtained on application to the undersigned.

E. RALPHS,
Director.

Hongkong, 4th Oct., 1911. [1420

Intimations

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—$30 per annum.
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By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 5th, 1911.

THE COLONIAL CIVIL SERVICE.

It not infrequently happens that a public man is by a shuffle of the political cards placed in a position in which even his best friends do not expect him to add to any reputation he may have gained, but in which he at once makes a shining mark. Such an instance is found in the translation of Mr. "Lulu" Harcourt from the post of First Commissioner of Works to that of Secretary of State for the Colonies. Mr. Harcourt was known to be an extremely urbane and courteous man and he was regarded with affection and esteem by political foes as well as political friends. But he was not, we believe, considered to be much more than a young man of some promise. That his occupancy of the Colonial Office would be marked by any startling display of statesmanlike genius was hardly expected. It was the Imperial Conference that upset all these preconceived ideas. In the inestimably difficult feat of reconciling the aspirations of the Premiers of the self-governing dominions with Imperial privileges and necessities Mr. Harcourt showed a tact and a genius for sane compromise that stamped him as the ideal head of one of the most important departments of Government. The traditions left by Mr. Joseph Chamberlain are being worthily upheld by his Liberal successor and the good accord between the Mother Country and the self-governing dominions has been immeasurably strengthened by replacement of Lord Elgin by Mr. Harcourt.

While all loyal members of the Colonial Service are glad to know that, in the broadest sense, a thoroughly capable man is occupying the Colonial Office, they would be something more than human were they to be indifferent to the prospects of the Service under the new head. Here again Mr. Harcourt has risen if anything above the occasion. At the dinner of the Corona Club recently he made a speech which earned golden opinions, not only for its happy and graceful phraseology, but because it showed that the Secretary of State had a warm appreciation for the work that is being done for the Empire in the Crown Colonies. It is not infrequently the duty of the Press to oppose the policy of the Government, even in this happy island, but candour compels the admission that the civil servants in their various spheres of activity are giving of their best to the service. It must be gratifying to them to know that the head of the department does not take for granted the unwearied labour and the unchallengeable loyalty of his officers. There are many drawbacks and disabilities, as there are advantages, in the service of the King in one of his Crown Colonies, and it must inspire a more hopeful feeling throughout the Civil Service to know that representations in regard to drawbacks that are susceptible of rectification are likely to obtain a sympathetic reception in the highest quarter. By his speech at the Corona Club dinner Mr. Harcourt has shown that, not only can he take a broad and statesmanlike view of matters affecting the Mother Country and the Dominions, but that he has the capacity and inclination to give full recognition to the splendid work being performed by those whose field of labour lies in the Crown Colonies.

DAY BY DAY.

—the good old Rule
—the simple plan
That they should take who have the power,
And they should keep who can.

"Gymkhana Notes" appear on page 3.

Commodore and Mrs. Eyres left for Japan this morning by the N. D. L. S. Prinz Eitel Friedrich for a short holiday.

A case of armed robbery is reported to have occurred at Shiau-ta-ke, in which a woman was shot in the thigh by one of the robbers.

The case was continued at the Police Court before Mr. J. R. Wood this afternoon in which a Chinese midwife is charged with the manslaughter of a woman, it being alleged that she attended to the deceased woman in a careless and negligent manner. Mr. Shenton defended. The Press were not admitted, and the case was again adjourned.

The popularity of Stevenson continues to grow. During the past few years the sales of "Treasure Island," "Kidnapped," and "The Master of Ballantrae" have practically been doubled. As for "Treasure Island," up to date over seventy editions have been published; "Kidnapped" can lay claim to fifty-seven editions, and "The Master of Ballantrae" to thirty-eight editions. "The Black Arrow" follows close upon this number, and "Catriona," "The Wrecker," and "Arabian Nights' Entertainments" numerically do not lag far behind.

We are pleased to record the success of Mr. G. R. Elliott, son of the resident engineer of the Hongkong Hotel, who has secured a Durham County Scholarship carrying with it £100 a year for three years, and a course of study at the Armstrong College, Newcastle. Mr. Elliott Jr. is going in for his B.Sc. degree, and the present success is a happy augury of the results of the future examinations he will have to pass. His ambition is to become a manager in a large steel and iron works.

The Supreme Penalty.

Yesterday, a convicted robber was taken to the Hok Ming 5th Lane, Honam, in Canton, the scene of a daring robbery, and executed. The man, it will be remembered, took a prominent part in a recent daring armed robbery in Honam.

Ancient Correspondence.

The Cairo vernacular journal, "El Mokattam," learns from its Jaffa correspondent that there have been unearthed in Samaria some very interesting pieces of pottery bearing notes of the correspondence exchanged between the prophet Elisha, King Ahab, and Queen Jezebel. It is to be gathered from the writing on the pottery that there exists a record relating to many of the events of the time, and efforts are now being made, says the journal, to discover this.

Garrison Orders.

Leave of absence, in extension, has been granted to Lieut H. S. Thompson, R.G.A., from 12th to 16th October, 1911.

Lieut. C. P. G. Cameron, R.G.A., having returned to duty on the 27th ult., the unexpired portion of his leave of absence, viz., 27th to 30th Sept., 1911, is cancelled.

Leave of absence on private affairs, to the neighbouring countries, has been granted to Miss L. E. Toller, Sister, Q.A.I.M.N.S., from 17th October to 2nd Nov., 1911, inclusive.

Hongkong Technical Institute.

We have received a copy of the prospectus of the Hongkong Technical Institute in connection with the evening continuation classes which are about to commence at Queen's College. It is interesting to note that almost every important branch of study is included in the prospectus and the teachers and lecturers have been selected from picked men and women in the Colony. Full particulars are contained in the prospectus. There is little doubt that those who have a desire to improve their knowledge will derive no little benefit from a course of study at the Institute.

A Question of Law.

Sixteen men appeared at the Magistracy this morning, one charged with keeping an opium divan at 2 Morrison Street first floor, and the others with using the premises. Mr. Shenton defended and raised the point that no divan was kept inasmuch as the men there paid no money. He quoted a previous decision to support his contention and the defendants were remanded on bail.

Drought in Namhoi.

The Nam Hoi district and the surrounding places have suffered from severe drought, and all the paddy crops are ruined and the farmers desperate. Fortunately, about six days ago, two inches of rain fell, which had a beneficial effect on the crops. According to the farmers, 40 per cent. of the crops will be saved.

Obituary.

We regret to announce the death of P.C. Ellacott which took place on Tuesday at the Government Civil Hospital, where he was admitted on September 17th suffering from typhoid fever. He was buried at Happy Valley yesterday. The deceased constable was very popular among the members of the force and for a good time was on charge room duty.

Harbour Obstruction.

Lieut. Guy Stopford, R.N., of H.M.S. Handy, charged Leung Fak, master of the waterboat X, before the Harbour Master at the Marine Court this morning with disregarding the rules and regulations of the Harbour Master. Prosecutor stated that at 2 p.m. on 20th ultimo, he was going through the Harbour from west to east using the Central Fairway, when just off the Harbour Office, defendant's boat was stopped dead and lying across the southern side of the fairway, completely obstructing the south side of the channel. The French Mail was going through at the time in the same fairway. He blew several warning blasts on his whistle but defendant took no notice of them. He had to alter his course to starboard, which put him among a number of sampans and necessitated his stopping his engines. Defendant said in answer to the Court that he stopped because of the French Mail. He heard the destroyer whistle but took no action. No previous convictions being recorded against the defendant, he was fined $5 or a week's hard labour.

Mysterious Chinese Financier.

During the past week or two, says the "N. C. Daily News" of Sept. 28, a Chinese, possessing an excellent knowledge of French, has been in Shanghai, ostensibly in connection with railway schemes in the interior. He has made quite a number of business acquaintances, and is understood to have stated that he represented a wealthy syndicate of Chinese, resident outside the empire, who had the intention of securing the work of railway construction throughout the country. What syndicate this is has not transpired, but vessels are said to have been chartered by him to convey material to Hankow, and arrangements made with the foreign banks and many large business firms. Curiously enough the man has not been seen or heard of for several days, in fact he is said to have disappeared. Two Cantonese servants of his are reported to have been thrown on their beam-ends, and will probably have to be sent home by the local Cantonese Guild. The disappearance has caused considerable comment in town, and conjecture is rife.

CRICKET

A match will be played on the Hongkong C.C. ground on Saturday between the Hongkong C.C. 1st eleven and "All Comers." Play is to commence at 2.15 p.m. sharp. The teams are as follows:—

H. C. C.—1st: XI.—R. Hancock, H. Hapcook, T. E. Pearce, H. R. Makin, W. E. Kennedy, J. W. Stevenson-Jellie, G. A. Hastings, C. T. Hose, S. S. Moore, E. A. S. Forler and A. P. W. Ronquette.

All Comers:—H. W. Moon, D.S. M. Bernard, A. V. Lang, P. Jack, C. Blaker, R. Pestonji, A. Mackenzie, W. E. Warburton, Lt. R. J. Williams, L. R. Tippin, Capt. G. H. Addison, M. Reader Harris, M. M. Maas, R. F. Long, Lt. W. A. Hagger, Lt. White and A. C. Leith.

NOTES AND COMMENTS.

We note in the current issue of the "Yellow Dragon," which we received to-day, that a request has been received from Dr. G. E. Morrison, the Peking correspondent of "The Times," asking for copies of the Queen's College journal. This is a merited compliment to our little contemporary, which is a model of all a school paper should be. The compliment paid by Dr. Morrison is really a high one as the distinguished correspondent is properly very proud of his library. Those who have had the advantage of inspecting it know that it is one of the best collections of works on Far Eastern topics in existence. A pleasant failing of Dr. Morrison in older days was to impress the services of any idle guest who happened to be in Peking to assist him in "cataloguing." The helper was always more than compensated for his light labours by being privileged to listen to Dr. Morrison as he drew upon his inexhaustible fund of knowledge of Things Chinese. It may not be generally known that Dr. Morrison is as accomplished as a conversationalist as a correspondent, and that he is in the very first rank as an after-dinner speaker.

Superstitious people, who are still numerous despite the spread of education, might almost be pardoned for believing that a strange fatality attaches to the public appearances of certain French ministers. The horrific accident which marked the start of a recent air race in France is recalled by the telegram that tells of the extraordinary incident which attended the funeral, at Toulon, of the victims of the disaster to the Liberte. The bolting of a horse led to a panic and many people were injured. President Fallieres, we are told, took refuge behind a lamp-post. That may not be the most dignified attitude for a President to adopt but it has the merit of wisdom, and commonsense — the commonsense which leads one to save his skin in moments of panic and danger —is a much more useful quality than mere dignity. But the point at the moment is that President Fallieres' public appearances seem to lead frequently to some form of disaster. If this sort of thing continues we can see deputations pleading with him to stay in bed, on the score of a headache, rather than venture an appearance at public functions.

Thirty-six years ago the "Times" in its "yearly summary" used the following words: "An obscure adventurer of the name of Porfirio Diaz has possessed himself of the fleeting Presidency of Mexico." Porfirio Diaz held that "fleeting Presidency" with an iron hand until this year. We published a telegram last night announcing that Senor Francisco Madero has been elected to the "fleeting Presidency." It is not often that the "Times" makes "howlers." That usually well-informed, and indeed almost infallible guide of public opinion, was evidently ignorant of the capabilities of Porfirio Diaz. We who do not pretend to be infallible, prophesy for Senor Madero a much shorter term of office than that maintained by his really great predecessor. Those "in the know" assert that though Senor Madero possesses all the ruthlessness and ferocity of Diaz, he has not a quarter of his marvellous grasp of detail, and his amazing power of work. It is also unfortunate for Senor Madero that he is regarded with disfavour in certain influential quarters in Washington. Of Diaz, as of a long since departed Spanish statesman, this story might be told. When the padre was giving him the last Sacraments he asked him "Have you forgiven your enemies?" and the reply came "Father, I have no enemies." This was too much for the good Padre, who objected that it was notorious that nobody had ever had so many enemies as the dying man. "No, Father," said he, "I have no enemies. I have shot them all." He got absolution. So may Porfirio Diaz when the time comes. In the meantime Senor Madero remains an object of not altogether benevolent interest.

DINNER EXTRAORDINARY.

Repast Preceded by a Writ of Summons.

In the Court of Summary Jurisdiction this morning, before the Acting Chief Justice, Mr. Justice Gompertz, the Lung Sing Wo Kee firm, of 99, Connaught Road West, rice merchants, sued Ho Kwok Chun, of 150, Tai Wong Street, grocer, to recover the sum of $326.30, being amount of balance due for goods sold and delivered. Mr. C. Wilson, of Messrs. Hastings and Hastings, appeared for the plaintiff firm and Mr. R. A. Harding represented the defendant.

Mr. Wilson stated that that was a claim for goods sold and delivered and his friend would admit—that on a certain date a certain sum was due to the plaintiff from the defendant. The only question for the Court to decide was whether the sum of $153.83 was payment on account of the claim, or whether it was a payment in composition in satisfaction of the debt. The amount claimed was owing to the plaintiff and on July 21 the defendant invited the plaintiff to a dinner. When the plaintiff got there, he found out that it was virtually a meeting of creditors, because immediately before dinner, the defendant produced a writ of summons from his pocket and asked what was going to be done in the matter. The other creditors agreed to accept a composition of 25 per cent., but plaintiff held out for full payment. It was subsequently suggested that subject to certain conditions, the defendant should pay a composition of 50 per cent. instead of 25 per cent. The plaintiff said that the only thing he could do was to ask for payment in full and eventually defendant agreed to it. He said he would arrange to pay him $150 on account and would pay the balance as soon as it became due. A few days afterwards, on July 25, defendant sent somebody to the plaintiff's shop and $150 was paid in Hongkong notes. It was alleged that plaintiff's accountant signed a list and the defence would say that it was in settlement of the claim. They would also produce the list and some books to show that the money had been paid.

Evidence having been called judgment was entered for the defendant with costs.

RIGHTS OF CHINESE TROOPS DEFINED.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Oct. 4,

A telegram from the Ministry of Foreign Affairs to the Canton Viceroy states that all the foreign settlements are under the jurisdiction of the foreign governments concerned, and it is not within the rights of the Chinese troops to cross over to foreign concessions either for transference or for the purpose of capturing criminals. The Ministry has come to an arrangement with the Diplomatic Body at Peking that whenever Chinese troops enter foreign settlements, they must get permission from the Consuls concerned. The Ministry requests the Viceroy to notify the military authorities of the same.

LANGKATS

A Good Yield.

Telegrams received from Shanghai yesterday state that Langkats were quoted during the morning at Tls. 83 buyers and later sales took place at Tls. 85.

The output for last month was 10,000 tons.

Locally there were buyers this afternoon at Tls. 86-1-2.

DISCOVERY OF BOMBS.

Some days ago, a queueless Chinese was seen loitering up the Koon Yum Hill and peeping through the tents of the soldiers attached to the army headquarters. The sentry on guard, suspecting the man's movement, came up and arrested him. A search of his person resulted in the discovery of six bombs. The man was at once removed to the barracks, where he is being tried in camera.

OUR LE[illegible]

[The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph."]

Britain the Laggard.

[To the Editor of "The Hongkong Telegraph."]

Sir—Your timely and interesting leader on the possibilities of the aeroplane as a letter carrier tempts me into referring briefly to its development in the opposite direction—as a war instrument. Only the other day we read accounts of the French and German manœuvres, and not one of those but dwelt at length on the invaluable services of the airmen. Whether aeroplanes will ever become destructive agents of any great account is problematic; meantime they have proved their worth in discovering the exact details of the enemy's hidden batteries where it was impossible for cavalry to find them. Even more important is the announcement that they were able to take many photographs of the enemy's defences. The art of war has advanced with a vengeance when we find that both the German commanders reported that their movements were based mainly on the information of the airmen! The importance of that fact can hardly be over-estimated. Bluntly it means that the nation possessing the largest fleet of aeroplanes and commanding the services of the most skilful airmen, is the nation which, other things being equal, is most likely to be victorious in war. That nation is not Britain. She may have the "ships, and the men, and the money too," but the ships are not ships of the air nor are the men airmen. Britain has not more than one, or at most two, aviators able to hold their own with the numerous experts found on the continent. It may be argued, of course, that our strength is on the sea where there are no "hidden batteries" nor secret defences to photograph. I refer your readers to a telegram in a recent issue of the "Telegraph" which stated that the German Dreadnought cruiser Moltke had attained a speed of 20.1-2 knots which is a Dreadnought record. That extra knot, or it may be half a knot, makes all the difference in the world. If the British army is poorly supported by airmen and the British Dreadnoughts are outpaced Britain is likely to find herself in a bad way. The point is so clear that I leave it at that.

Yours faithfully,
H. W. N.

Hongkong, Oct. 5.

ECHO OF BOXER RISIN[illegible]

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Oct. 4.

The Ministry of Finance sent an urgent telegram to the Canton Viceroy stating that Taotai at Shanghai had telegraphed to the Ministry for the immediate remittance of funds in connection with the payment of the Boxer indemnity. The Ministry reminds the Viceroy to remit the share contributed by Canton up to date, every month. On receipt of the telegram the Viceroy instructed the Provincial Treasurer accordingly.

PORTUGUESE FES[illegible] TIVITIES

Consul's Reception.

To-day being the first anniversary of the establishment of the republic in Portugal, the Portuguese Consul, Mr. Leiria, held a reception at his residence in Caine Road.

The reception was well attended, among those present being Capt. Taylor, representing the Governor of Hongkong, Lei Tao, representing the Governor of Macao, Commander [illegible] from H.M.S. Tamar and the Consular body as well as many of Hongkong's prominent personages. M. Barjona, Portuguese Consul at Shanghai, who is passing through Hongkong at the present.

The refreshment table was tastefully decorated in the Portuguese colours by Mesdames Leiria and Romano. The Band of the K.O.Y.L.I. was in attendance at the unfurling of the flag and the Portuguese national anthem. The proceedings with three "Vivas" for the public led by the Consul.

KOWLOON-CANTON RAILWAY.

Yesterday's Ceremony.

Despite the fact that Dame Rumour had been exceptionally busy during the past week on the subject of possible trouble at the opening of the railway, the ceremony passed off without a hitch yesterday, though it was a noticeable fact that the Chinese authorities had taken every precaution to secure the safety of the guests who accepted their invitation to be present. After passing the British frontier the train that conveyed the visitors from Hongkong passed over a line guarded by soldiers with bayonets fixed and a plentiful supply of ammunition, while the Chinese sightseers were kept a good distance away. Unfortunately Their Excellencies the Governor of Hongkong and the Viceroy of Canton were unable to be present, but nevertheless the proceedings were graced by the presence of many of the leading men from the Chinese city and from Hongkong.

The train from Canton was the first to arrive at the appointed place, drawn by an engine that had been specially decorated for the event with flags, flowers and streamers of bunting. The Hongkong train was similarly bedecked, and when it arrived at Shumchun a large representative body alighted, among whom were:—Hon. Mr. W. D. Barnes (Colonial Secretary), Hon. Mr. C. H. Ross, Hon. Mr. H. E. Pollock, Hon. Mr. C. G. Alabaster, Hon. Mr. W. Chatham, C.M.G., His Honour Mr. Justice Gompertz, His Lordship Bishop Lander, Captain F. W. Lyons, Dr. Stedman, Mr. J. W. Jamieson, C.M.G., Mr. C. Clementi, Dr. J. W. Hartley, Messrs. E. D. C. Wolfe, H. W. Looker, A. H. Harris, M. H. Logan, E. S. Kadoorie, W. S. Bailey, S. Moore, Garibaldi, R. M. Dyer, H. Gilman, E. A. Stanton, A. Tiggos, R. F. Matheson, A. Ellis, W. S. Brown and W. E. L. Shelton. There were also present His Excellency Li Ching Feng, His Honour Chen Wang Cheng, His Honour C. H. Chao, Taotai Cheng Yung, His Excellency Lung Chien Chang, Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk, Messrs. Lau Chu-Pak and son, Ng Hon Tsz, S. W. Tso, Chan Kai Ming, Fung Wa Chuen, Yeung Hoo, Lau In Chung, Tsang Yuet Kai, Kwok Yick Ting, Leung Lai Man, Tao Fat Shun, Chau Siu Ki, Leung Pui Chi, Wong Tsze Leung, Lau Yau Chuen, Yung Yik Ting, Ngau Hung Po and Captain Wu.

Very shortly after arrival the company adjourned to the galvanised shed near the station, where tables had been set out for a very large number of guests, and a very good tiffin was served, at which some three hundred must have been present. After time had been allowed to discuss an admirable menu the Chinese band in attendance played a few bars of the National Anthem and toasts became the order of the day. There was not a big toast list, but the speeches that were made fully occupied the time until the departure of the trains.

The Toasts.

In proposing "success to the Canton-Kowloon Railway" H.E. Li Ching Cheng announced that he had the honour to represent H.E. the Viceroy of Canton on that auspicious occasion. The connection and opening of the line was an event of extreme importance, establishing as it did easy facilities for travel and transport between two friendly countries. Official and commercial circles alike were indebted to those gentlemen of both sections who had supervised the construction of the line, and they took this opportunity of thanking them for the praiseworthy manner in which they discharged their multifarious duties. In the name of H.E. Chung Ming Ki, Viceroy of the Two Kwongs, he had much pleasure in declaring the railway connected and opened to public traffic this 13th day of the 8th moon of the 3rd of Shun Tung. (Applause).

The Hon. Mr. Barnes, Colonial Secretary, in reply remarked that the line was a monument to Anglo-Chinese co-operation. They had not called their line the Kowloon-Lowu line, and the Chinese had not called theirs the Canton-Shumchun line. It was one line with two sections, and as part of the co-operative working they had been discussing a working agreement which was complete, save for the formal confirmation. After touching on the railway experience of Malay, where lines had alone paid handsomely on local traffic the speaker concluded by saying: I have not the slightest doubt that will happen here also, and I believe the local traffic alone will pay all working expenses and a handsome sum towards the interest on the capital. Then there is the long distance traffic. This line is quite a small portion of a line that before long will be reaching until it joins the main line to Europe. I am a recent comer to Hongkong, but I expect to be passing Samchun with a ticket in my pocket to London, and a return ticket at that. (Applause.) Apart from that very long distance traffic, there is the China traffic alone. This section will be part of a line running from Peking through all the populous provinces of China with their cities, towns and villages down to Hongkong, one of the great ocean ports of the world, and a port for the last 70 years through which the greater part of the trade of China has passed.

Prospects of Paying.

That such a line cannot pay handsomely is inconceivable. And I would remind your Excellencies that as much as you have used Hongkong in the past I believe you will use it still more in the future. Every year ships are getting bigger and bigger, they want deeper and deeper water, more and more accommodation and more and more facilities. A big port can meet the ocean traffic on those lines in a way no small port ever can, and I believe we shall still be doing very much business with Canton for many years to come. And, your Excellencies, I can assure you on behalf of the Government and merchants of Hongkong that nothing will be left undone to make that great port even more useful to you, and to maintain it in its position among the ocean ports of the world. (Applause.) I have said this Canton-Kowloon Railway is a monument to Anglo-Chinese co-operation, and I believe it will lead to still further co-operation. It will bring the Cantonese still closer in touch with the inhabitants of Hongkong, and I firmly believe the more we see of one another, the more we know of one another, the more ready we shall be to work with one another. (Applause.) Your Excellencies, it is the earnest wish of your British guests that any future enterprise of Anglo-Chinese co-operation may begin under as happy auspices as has this Canton-Kowloon Railway. (Applause.)

A reply was also made by His Honour Chao Ching Hua, managing director of the Chinese section, who expressed the hope that the function would make the strengthening of the close friendship which was now existing between the two great nations. He sincerely hoped that the railway would prosper and that communications would expand and that discrimination between nationalities would become non-existent. (Applause).

Ensuring Success.

Mr. Frank Lindsey also responded to the toast, and speaking of the working agreement drawn up between the administrations of both sections, said:—In this agreement a great deal has been left to the discretion of those on the spot, and both governments have recognised that if the two sections are to be worked as separate undertakings such a procedure is the only means of ensuring successful operation.

The public may feel assured that although on opening a new line it is wise policy to restrict ambition in the matter of time-tables and fast running, it will not be very long before improvement takes place and renders it possible to go from Canton to Hongkong in four hours, allowing the passenger time enough to transact business and return home on the same day. We also hope that before long passengers by slow train will no longer be required to change carriages at Samchun. I can assure you, gentlemen, that the Administrations of the Railway fully recognise the fact that, if the railway is to be a success, the convenience of the public must be their first consideration. And such being the case, I trust they will prove deserving of the kind wishes and sentiments which the toast has called forth and for which on behalf of the British section I again have the honour to thank you. (Applause.)

Within the Estimates.

Mr. Groves, chief engineer on the Chinese section remarked in the course of his reply:—"Things move slowly in China, but I do claim that the work has been pushed forward continuously, energetically and successfully on the different districts and that many physical and engineering difficulties have been overcome.

It generally falls to the lot of an engineer-in-chief to defend the cost of the railway he builds, but this railway is in the happy position of having been spared criticism, and therefore I can approach the subject in a light spirit.

In September, 1908, I produced, as a result of the detailed survey, an estimate of cost and length of time probably required to complete this line; the former in round figures was 12.1-2 million dollars, including administration charges, police, cost of land, &c., but excluding the interest and service on the loan, and the time I named was three years and ten months; the date for completion being given as June, 1911. We have taken a few months longer to complete the line, but the cost will be within the limits of my estimate. This, gentlemen, is, I believe, a satisfactory condition of things, but it has been attained only by the active and loyal help of all departments."—(Applause.)

Mr. Groves, after giving figures detailing salient features of the line, eulogised the work of several engineers who had charge of different sectons of the line.

Mr. Ross' Prophecy.

To the Hon. Mr. C. H. Ross fell the duty of proposing "Success to Railway Enterprise in China," and in doing so he made the speech of the day. The hon. gentleman commenced by giving a brief sketch of railway development in China and its history, and wound up with the following remarks:—All the world knows that China has conceived and carried out great enterprises,—some of them perhaps on a greater scale than any hitherto attempted by other nations,—but alas, which of her many great works has been efficiently maintained? As an instance, witness that magnificent conception the Tungchow Road.

Gentlemen, China's greatest need is now being cared for, and to that end great Trunk lines are being built stretching from North to South and from East to West, and further great schemes are in active preparation. Should no unforeseen delays or difficulties occur, in a few years from now, you will be able to travel by rail not only from Canton to Hankow, but should your fancy lead you in the direction of Szechuan, a road will be open. From the comparative security of a Pullman Car, you will be able to feast your eyes on the far-famed gorges of the Yangtze, and possibly even on the sandstone walls of Chengtu! Or should you desire to visit the Great Wall of China, the splendid railway engineered by Taotai Jeme Tien Yah is available, while the silk looms of Soochow, the famous porcelain kilns of the Poyang Lake or the coal mines of Shansi can in turn be visited by Chinese railways. That this opening up of the country will benefit China's teeming millions by the eradication of prejudice and by incalculable increase in trade, I myself have no doubt, and I therefore heartily congratulate her to-day on the completion of this small link in that great chain of communications which is now being forged. I wish her all success in the enterprises now being undertaken and I ask you, gentlemen, to rise and drink with me the "Success to Railway Enterprise in China," coupled with the name of Taotai Cheng Wang Cheng. (Applause).

Taotai Cheng Yung in reply hoped that the opening of the railway would be an act of beneficence to the general public, while H.E. Lung Chun Chang remarked that the completion of the railway had been brought about by the kindly assistance of their neighbour, and he hoped thereby that the bonds between China and England would be strengthened.

Before the proceedings ended Mr. J. W. Jamieson, C.M.G., H.B.M.'s Consul at Canton, tendered thanks on behalf of the British guests for the reception that had been accorded them.

CELEBRATION IN HONGKONG.

Dinner at Government House

His Excellency gave an official dinner at Government House last night on the occasion of the opening of the Canton-Kowloon Railway, the guests including Mr. Li Chen, representing H.E. the Viceroy of Canton, Mr. Chao Ching Hua, Managing Director, Mr. J. W. Jamieson, Mr. Gompertz, Mr. Barnes, Mr. Chatham, Dr. Atkinson, Mr. Browin, Captain Lyons, Dr. Ho Kai, Mr. Wei Yuk, Mr. Ross, Mr. Stabb, Mr. Robertson, Colonel Wrigley, Mr. Harris, Mr. Maze, Mr. Grove, Mr. Moore, Mr. Garibaldi, Mr. Hall, Mr. Logan, Mr. Lindsey, Mr. Baker, Mr. Lau Chu-pak, Mr. Ng Hon-tsz, Mr. Fung Wa-chun, Mr. Leung Pui-chi, Mr. Chau Siu-ki, Mr. Chan Lok-chun, Mr. Lau Yam-tsun, Mr. Ho Kom-tong.

After the usual loyal toasts His Excellency spoke as follows:—

Gentlemen: I cannot allow this opportunity to pass without asking you to pledge success to the Canton-Kowloon Railway. Many who are my guests this evening have enjoyed the privilege of attending the lunch which the Chinese Government gave at Sam Chun to-day in honour of the occasion, and you have heard many speeches, and drank to many toasts there, similar to that I am now proposing. I do not therefore intend to inflict a long speech upon you or to ask for a response, but I should greatly regret not to have an opportunity of myself wishing success to the railway, and of bearing testimony to the admirable work done by those who have been responsible for its construction and for all that has led up to the opening ceremony to-day.

We have here this evening many of those who have been engaged on the construction of each section, and you who have traversed the line from end to end can bear witness to the admirable way in which their task has been fulfilled, from the emplacement of the great girder spans across the river at Shecklung to the boring of the tunnel through the Kowloon hills. We have also present the gentlemen who have represented their respective Governments in the negotiations for an Agreement for working the Railway. My guest opposite, Mr. Chao, on behalf of the Chinese Government, and Messrs. Lindsey and Clementi on behalf of the Hongkong Government, I, who have been conversant with every single step in these negotiations, can testify as no one else can to the ability with which both sides have presented their point of view, and the tolerance and courtesy with which they have debated the subject. The draft is now completed and awaits the concurrence of the Peking authorities which I trust may not be long delayed.

The spirit which has prompted both sides is that if the railway is to be a success it must be regarded as a business proposition in which both parties who have invested should obtain a fair return for their capital. This can only be achieved if it is recognised that we have a common interest in developing the line as a whole against outside competition.

I offer on behalf of the Colony of Hongkong our hearty congratulations to Mr. Chao, the Director-General, and to Mr. Grove, the Managing Director, and to all the staff of the Chinese Section on the completion of their great undertaking to-day, and I ask you to raise your glasses to the toast of success to the Kowloon-Canton Railway.

Mr. Li Chen, Mr. Chao and Mr. Grove expressed their thanks.

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"EMPRESS OF JAPAN"..Satur., Dec. 2.	"EMPRESS OF BRITAIN"..Fri., Dec 29.
"MONTEAGLE".....Satur., Dec. 30.	
1912	1912
"EMPRESS OF INDIA"...Satur., Jan., 27.	"EMPRESS OF IRELAND".Fri., Feb. 23.
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MANILA.....	LOONGSANG* ...	Saturday, 7th Oct., 2 P.M.
SHANGHAI	CHOYSANG	Sunday, 8th Oct., D'light.
TIENTSIN	CHEONGSHING*	Thursday, 12th Oct., Noon.
MANILA.....	YUENSANG * ...	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG†* ..	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	KUTSANG*	Friday, 20th Oct., Noon.

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These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
General Managers.

Telephone No. 215.
Hongkong, 5th October, 1911. [8

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERIC".....	G. B. McGill ...	11,000	October 10th.
"LUCERIC".....	J. Mathie	11,000	October 25th.
"HERCULES".....	R. Wilhemson...	7,000	November 10th

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 26th August, 1911. [805

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIC"..... 3,000 tons.....To be despatched end Dec.
S.S. "KATANGA"..... 5,600 " .....To follow
and regularly thereafter.

For rates of Freight or Passage, apply to
THE BANK LINE, LIMITED,
Managing Agents.

Hongkong, 28th August, 1911. [1241

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION—

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHAMA MARU, Capt. A. E. Moses, T. 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 11th Oct., at D'light. WEDNESDAY, 25th Oct., at Daylight. WEDNESDAY, 8th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE ...	§ KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, & YOKOHAMA	§ TAMBA MARU, Capt. K. Noda, Tons 7,000 § AWA MARU, Capt., Irizawa, Tons 7,000	TUESDAY, 10th Oct., at Noon. TUESDAY, 7th Nov., at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winckler, T. 6,000 YAWATA MARU, Capt. T. Sekino, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
SHANGHAI, MOJI & KOBE.	‡ TOSA MARU, Capt. T. Sato, Tons 6,000	WEDNESDAY, 11th October.
KOBE & YOKOHAMA.....	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	FRIDAY, 13th Oct., P.M.
NAGASAKI, KOBE & YOKOHAMA...	YAWATA MARU, Capt. T. Sekino, T. 5,000	WEDNESDAY, 25th Oct., at Noon.

§ Fitted with new system of wireless telegraphy.
* Carries deck passengers. ‡ Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular service (once in every 13 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:
"HIROSHIMA MARU"...Tons 4,000...Capt. Peguchi...On Oct., 13th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer.	Tons.	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawart	Feb. 14th.
KAMO MARU	9,000	F. E. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mumi	May 22nd.
FOR SEATTLE.			
INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th
AWA MARU	7,000	T. Irizawa	April 23rd.
INABA MARU	7,000	S. Tominaga	May 21st...

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	"LINAN"	7th Oct., M'night.
MANILA, CEBU & ILOILO ...	"TAMING"	10th " 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	13th " 4 P.M.
SHANGHAI	"ANHUI"	14th " M'night.
MANILA, ILOILO & CEBU...	"TEAN"	17th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE.—Twin screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

☞ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single $45. Return $75.

For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36.
Hongkong, 4th October, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
TO
Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. Friedrichsruh ..... 20th Oct.
" Silesia ..... 3rd Nov.
" Scandia .....16th Nov.
" Styria ..... 2nd Dec.
" Sagonia .....14th Dec.
" Silesia.....27th Dec.
" Ambria .....10th Jan.
" Goldenfels .....24th Jan.

HOMEWARD.

For Havre & Hamburg:
S.S. "Suevia" .....10th Oct.
For Rotterdam, Hamburg & Antwerp:
S.S. "Fürst Bülow" ...11th Oct.
For Havre, Bremen & Hamburg:
S.S. "Senegambia" .....30th Oct.
For Rotterdam, Hamburg & Antwerp:
S.S. "Bulgaria" .....26th Oct.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 30th September, 1911 [956

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	TUESDAY, 10th Oct., 4 P.M.
ZAFIRO...	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 20th Oct., 4 P.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 22nd September, 1911. [14

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest, and Up-to-date Steamers on the Coast, having accommodation for First-Class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Sailing

For Freight and Passage, apply to
A. R. MARTY,
24, Des Vœux Road.

Telephone 118.
Hongkong, 12th June, 1911. [1093

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EMPIRE.....	22nd Sept.	Tuesday, Oct. 17.
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	Dec. 9.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [967

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway, at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.
(Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru" ...	11,000.....	A. C. Stevens ...	Oct. 6th, Noon.
‡ S.S. "Tenyo Maru" ...	21,000.....	E. Bent	Oct. 18th, Noon.
‡ S.S. "Shinyo Maru" ...	21,000.....	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru" ...	21,000.....	W. W. Green ...	Dec. 1st, Noon.

‡ These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post officer.

The Twin Screw Steamer Nippon Maru, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 6th Oct., at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo.)
Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer	Tons	Date of Sailing
Buyo Maru.....	10,500.....	Saturday, Oct. 14, Noon.

The Steamer "BUYO MARU" will be launched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 14th October, at Noon.

For Further Particulars as to Passage and Freight apply to
K. MATSDA, Agent.
KING'S BUILDING (Opposite Blake Pier).

[868]

COMMERCIAL.

Shanghai Share Report.

Messrs. J. P. Basset & Co.'s weekly share report, dated Shanghai, Sept. 23, is as follows:—The quantity of business put through on the Exchange has this week been rather above the average of the last few weeks. After the long depression resulting from the troubles of last year, the tone of affairs is gradually becoming more normal, and a fair amount of genuine, healthy cash business is being put through. The chief feature of the week has been the increasing demand for cottons, which probably results from the improvement in the local crop prospects and the good demand for yarn. Longkats also have improved somewhat on last week's quotation. The output for September is awaited with interest.

Banks.—H. & S. Banks are still in demand at $930.

Insurance.—Stocks are all firm. North Chinas improved 2.1-2 points to Tls. 162.1-2. Unions were wanted at $825. Yangtszes are steady at $224.

Shipping.—No change.

Mining.—No change.

Lands.—Shanghai Lands changed hands during the week at Tls. 94 and find buyers at this figure. Anglo-French Lands are also wanted at Tls. 94.

Plantations.—There is very little change to report; the market is steady with a tendency to improve.

Cottons.—Rates of Ewos have recovered from the recent decline and at present steady at Tls. 90.1-2. Preference Ewos are in demand at Tls. 100. Internationals remain as before with buyers at Tls. 44. Lion Kung Mows have risen rapidly 6 points and are now in request at Tls. 66. Soy Chees continue neglected. A rise of 2 points is recorded in Shanghai cottons and find buyers at Tls. 55.

Industrials.—Langkats A fairly large business has been done at prices ranging from Tls. 75.1-2 to Tls. 77 ex div. Last week's closing quotation was Tls. 76.1-2 cum div. of Tls. 1.1-2. The market remains firm.

Stores.—Hall and Holtz find buyers at $17.1-2. Other shares under this heading remain unchanged.

Debentures are still greatly in request with few forthcoming.

The Sugar Market.

The output of the sugar manufacturing companies in Formosa for next year is estimated at 3,000,000 bales, being a great decline compared with the returns this year, reports the "Japan Gazette." This is due to the recent heavy storms which have wrought havoc to the sugar plantations in Formosa. As the result of recent negotiations between the Sugar Companies in Formosa and Japan Proper, it has been arranged that 1,500,000 bales of new sugar shall be supplied to the sugar refining companies in Japan Proper, while 1,350,000 bales of refined sugar shall be forwarded to Japan Proper for direct consumption. The Eusuiko Sugar Manufacturing Company in Formosa is reported to have made arrangements with a certain British firm in London for the shipment to England of 150,000 bales during next year.

SERVANTS!!
SERVANTS!!!
SERVANTS!!!

DOMESTIC Servants. Servants of all descriptions suitable for all kinds of work, coolies for Rubber, Coffee, and Tea plantations, and for contractors.

For further particulars please apply to
The H K Servants' Registration and Labour Agency,
37 Connaught Road Central.

A.I. Code. H. K. FAME & Co.,
Tel. Ad. "Fame." Managers.

Hongkong, 11th Sept., 1911. [1370

JOHN THOMAS COTTON,
VETERINARIAN & FARRIER
(Qualified).

Business Address—
AH TOO STABLES,
No. 7, Russell Street,
Hongkong.

Telephone No. 272.
Hongkong, 27th July, 1911. [1051

A. LING & CO.
FURNITURE AND PHOTO SUPPLIES.
DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [868

LOG BOOK.

Coastal Officers' Gazette.

(From the "Leading Light," September 29.)

Mr. T. R. Sayle, second officer, Loongwo, has gone second officer, Koonshing.

Mr. J. McArthur, third engineer, Tuckwo, has gone third engineer, Wosang.

Mr. J. Stalker, from leave, has gone third engineer, Tuckwo.

Mr. C. Bander, from leave, has gone fourth engineer, Tuckwo.

Mr. A. McEwan, from leave, has gone chief engineer, Loongwo.

Mr. J. McKinnon, chief engineer, Loongwo, is awaiting orders.

Mr. F. B. Lawlor, second officer, Kingsing, has gone acting chief officer, Taksang.

Mr. W. Mesney, chief officer, Taksang, has gone acting master, same ship.

Capt. McCluro, of the Taksang, has gone on leave.

Mr. S. T. Clarke, from leave, has gone third engineer, Choysang.

Mr. H. B. Duff, third engineer, Choysang, has resigned.

Mr. H. Ritchie, chief officer, Chihli, is on leave.

Mr. G. E. Wake, chief officer, Pakhoi, has gone chief officer, Chihli.

Mr. J. McGillivray, acting chief engineer, Hoihow, has gone acting chief engineer, Foochow.

Mr. A. Macfarlane, chief engineer, Foochow, has gone acting chief engineer, Hoihow.

Mr. A. Ralston, supernumerary, Pekin, has gone acting chief officer, Pakhoi.

Mr. C. H. Gillam, second officer, Kweilin, is on leave.

Mr. O. R. Owen, supernumerary, Pekin, has gone second officer, Kweilin.

Mr. W. J. Black, third engineer, Hoihow, has gone acting second engineer, same ship.

Mr. H. D. Cranston, supernumerary, Dredger, has gone acting third engineer, Hoihow.

Mr. L. E. George, second officer, Kweilin, has gone supernumerary, Pekin.

Mr. J. T. Gray, supernumerary, Pekin, has gone second officer, Kweilin.

Mr. D. Sinclair has been appointed acting third engineer, Foochow.

Mr. F. Lafferty, acting third engineer, Foochow, has gone acting second engineer, same ship.

Mr. W. Booth has been appointed supernumerary second officer, Pekin.

Captain Pratt, of the Tungwah, has resigned.

Captain Newbury, awaiting orders, has gone master, Tungwah.

Mr. A. W. Tailor, second officer, Chiyuen, has resigned.

Mr. W. S. Thomas has been appointed second officer, Chiyuen.

Mr. J. Thompson, from leave, has gone acting second engineer, Tungwah.

Mr. W. Marshall, second engineer, Tungwah, is on leave.

Mr. J. L. Sherriff has been appointed acting third engineer, Irene.

Mr. C. Lockerby, third engineer, Taishun, has gone third engineer, Kiangkwan.

Mr. J. Adam, third engineer, Kiangkwan, has gone third engineer, Taishun.

To Let

TO LET.

"CREGGAN," 39, The Peak.
GODOWNS, 151 to 155, Praya East.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 1st July, 1911. [159

TO LET.

GODOWN No. 5a, Duddell Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July, 1911. [61

TO LET.

THE BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.
OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VŒUX ROAD to be let.
Apply to—
DAVID SASSOON & Co.
Hongkong, 18th Sept., 1911. [1037

Intimations

AERTEX CELLULAR.

REGAL SHOES

J. T. SHAW,

TAILOR and OUTFITTER,
21, Hongkong Hotel Buildings,
Queen's Road. [1258

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every	15 min.
8.00 a.m. to 10.00 a.m.	„	10 min.
10.00 a.m. to 11.00 a.m.	„	15 min.
11.30 a.m. to 12.45 p.m.	„	15 min.
12.45 p.m. to 1.15 p.m.	„	10 min.
1.15 p.m. to 1.45 p.m.	„	15 min.
1.45 p.m. to 2.15 p.m.	„	10 min.
2.15 p.m. to 5.00 p.m.	„	15 min.
5.00 p.m. to 8.10 p.m.	„	10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	every	15 min.
10.30 a.m. to 11.00 a.m.	„	10 min.
11.45 a.m. to 12.00 noon	„	15 min.
12.00 noon to 1.00 p.m.	„	10 min.
1.00 p.m. to 5.00 p.m.	„	15 min.
5.00 p.m. to 6.00 p.m.	„	10 min.
6.00 p.m. to 7.00 p.m.	„	15 min.
7.00 p.m. to 8.10 p.m.	„	10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS

By Arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.

N. LAZARUS,
Ophthalmic Optician,
1a, D'Aguilar Street,
Hongkong.
Hongkong, 24th July, 1911. [929

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908. [14

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Malta ..... Capt. G. M. Montford, R.N.R.	Daylight, 6th Oct.	Freight and Passage.
SHANGHAI	Devanha ..... Capt. H. Powell	About 13th Oct.	Freight and Passage.
LONDON, VIA Usual Ports of Call	Delhi ..... Capt. H. S. Bradshaw, ...	Noon, 14th Oct.	See Special Advertisement.

For Further Particulars, apply to

P. & O. S. N. Co.'s office.
Hongkong, 5th October, 1911.

E. A. HEWETT,
Superintendent. [4

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers.		To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"Dresdenger." Capt. F. Frosch	17,000	WEDNESDAY, 18th October, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"York" Capt. J. Randermann.....	17,000	About WEDNESDAY, the 18th October.
MANILA, YAP, MABONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"Prinz Sigismund" Capt. F. Brunning	6,000	SATURDAY, 7th October, at 5 p.m.
KOBE & YOKOHAMA	"Prinz Waldemar" Capt. F. Iseke	6,100	About TUESDAY, 17th Oct.
KUDAT & SANDAKAN	"Borneo"..... Capt. F. Sembill	5,050	Middle of October.

All the steamers of the Europa Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 5th October, 1911. [7

A. P. JEANNOU, 15. Queen's Road Central,

Just arrived a Large Stock from Italy,
MACARONI, VERMICELLI and SPAGHETTI,
in Packets of 1 lb. and in Boxes of 45 lbs. [1220

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.
Agents,
BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911. [1403

TAIKOO DOCKYARD & ENGINEERING CO OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

Telegraphic Address "TAIKOODOCK"

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK
787ft. by 86ft. by 34ft. 6 in
Pumps empty Dock in 2 3-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result

100-Ton ELECTRIC CRANE on Quay—
ELECTRIC OVERHEAD CRANES throughout the Shops Ranging up to 100 Tons.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Managers and Agents,
BUTTERFIELD & SWIRE.
HONGKONG, CHINA & AT

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang...	Capt. J. W. Evans ...	FRIDAY, 6th Oct., at 1 p.m.
Haitan ...	Capt. J. S. Roach ...	TUESDAY, 10th Oct., at 1 p.m.
Haiching...	W. C. Passmore	FRIDAY, 13th Oct., at 1 p.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.
957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjimahi	JAVA.....		JAPAN	1st half Oct.
Tjipanas	SHANGHAI..	1st half Oct...	JAVA	1st half Oct.
Tjimanock	JAVA.....		JAVA.....	1st half Oct.
Tiltaroem.....	JAPAN	1st half Oct...	JAVA	1st half Oct.
Tjiliwong	JAVA	2nd half Oct...	JAPAN	2nd half Oct.
Tjikini	JAVA	2nd half Oct...	JAPAN	2nd half Oct.
Tjibodas	SHANGHAI...	2nd half Oct...	JAVA	2nd half Oct.
Tjilatjap	JAVA	1st half Nov...	SHANGHAI..	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 175 York Buildings [974

Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "BUYO MARU."
FROM SOUTH AMERICAN PORTS & JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 3rd Oct., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, 6th Oct., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before FRIDAY, 13th Oct., otherwise they will not be recognised.

K. MATSDA,
Agent.
Hongkong, 29th Sept., 1911. [868

FROM EUROPE.

THE H.A.L. Steamship
"BAYERN,"
Captain Brohmer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 7th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
Ex s.s. "Soneck" from Setubal,
„ "Germania" from Gotebong,
„ "Kong Ring," from Skien.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 2nd Oct., 1911. [956

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK
(With liberty to call at the Malabar Coast).

THE Steamship
"WELSH PRINCE"
Captain Sheppard, will be despatched for the above ports on TUESDAY, the 17th October.

For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.
Hongkong, 25th Oct., 1911. [1400

Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."
FROM SAN FRANCISCO, HONOLULU, and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 7th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on October 10th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before October 17th, otherwise they will not be recognized.

K. MATSDA,
Agent.
Hongkong, 3rd Oct., 1911. [808

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 4th Oct., 1911. [1122

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO
General Managers.
Hongkong, 16th Aug., 1911. [34

WING KEE & CO.
47-49, Connaught Rd.

SHIPCHANDLERS,
PROVISION & COAL MERCHANTS.
Hongkong, 23rd Mar., 1911. [990

To Sail

Regular Steamship Service to New York,
via PORTS and SUEZ CANAL
(With Liberty to Call at Malabar Coast).

Proposed Sailing from Hongkong.

FOR NEW YORK.

S.S. "SAINT PATRICK" Sailing on or about 23rd Oct.

FOR BOSTON & NEW YORK:

S.S. "SATSUMA" Sailing on or about 7th Oct.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 3rd Oct., 1911. [1331

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"ARRATOON APCAR,"
Captain G. F. Hudson, will be despatched for the above ports on SUNDAY, the 8th instant, at Daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 3rd Oct., 1911. [1118

The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South Africa Ports.

THE Steamship
"DELHI,"
Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, Marseilles and London Direct, on SATURDAY, the 14th October, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "China," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by the s.s. "Delhi," proceeding via Bombay and are being due in London on the 25th November, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd Oct., 1911. [4

CHINESE ENGINEERING and MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE.

Taking Cargo for Tsingtau, Chefoo, Newchwang, and Chinwangtao.

For Freight and Passage apply to
THE CHINESE ENGINEERING & MINING CO., LTD.
Queen's Buildings,
DODWELL & CO, LTD.
Agents.
Hongkong, 28th Sept., 1911. [1289

CTE. LOUVENCOURT EXTRA DRY.
$24.00 ..... per case.
FRENCH STORE,
9, Queen's Road.
Hongkong, 17th June, 1911. [74

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para. 2, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

A Mail will close for:—

Haiphong—Per Hanoi, 6th Oct., 9 A.M.

American Mail — Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Yokohama)—Per Nippon-maru, 6th Oct., 11 A.M.

Swatow, Amoy and Foochow—Per Haiyang, 6th Oct., noon.

Macao—Per Sui Tai, 6th Oct., 1.15 P.M.

Kobe—Per Tjimahi, 6th Oct., 4 P.M.

Manila (taking Mails for Cebu and Iloilo)—Per Loongsang, 7th Oct., 1 P.M.

Singapore, Penang and Calcutta—Per Laisang, 7th Oct., 11 A.M.

Macao—Per Sui Tai, 7th Oct., 1.15 P.M.

Australian Mail — Manila, Yap, Maroun, Friederich Wilhelmshafen, Rabaul, Herbertshohe, Samarai, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Sigismund, 7th Oct., 1 P.M.

Shanghai—Per Chiyoang, 7th Oct., 5 P.M.

Shanghai, Kobe and Moji—Per A. Apcar, 7th Oct., 5 P.M.

Siberian Mail — SHANGHAI, via Siberia to Europe—Per Linan, 7th Oct., 6 P.M.

Kushinotsu, Kobe, Yokohama, Tacoma, Vancouver and Seattle—Per Corbona, 9th Oct., 2 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per Tamba-maru, 10th Oct., 10 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per Tjiluntjock, 10th Oct., 10 A.M.

French Mail — EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11.00 a.m. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Sydney, 10th Oct., 11 A.M.

Swatow, Amoy and Foochow—Per Haitan, 10th Oct., noon.

Singapore, Penang and Calcutta—Per Gregory Apcar, 11th Oct., 2 P.M.

Manila, Cebu and Iloilo—Per Ruhl, 10th Oct., 3 P.M.

Manila, Cebu and Iloilo—Per Taming, 10th Oct., 3 P.M.

Singapore, Penang, and Colombo—Per Akitmaru, 10th Oct., 5 P.M.

Singapore, Penang and Bombay—Per Jechia, 11th Oct., 11 A.M.

Tientsin—Per Chongshing, 12th Oct., 11 A.M.

Shanghai—Per Chinkiang, 12th Oct., 3 P.M.

Swatow, Amoy and Foochow—Per Haichang, 13th Oct., noon.

Wei-hai-wei, Chefoo and Tientsin—Per Haichow, 13th Oct., 3 P.M.

Moji, Kobe, Yokohama, Honolulu, Valparaiso, Iquique, Callao, Salina Cruz and Manzanillo—Per Buyo-maru, 14th Oct., 10 A.M.

English Mail — EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 13th Oct., at 5 p.m.—Per Delhi, 14th Oct., 11 A.M.

Manila (taking Mails for Cebu and Iloilo)—Per Yorkmaing, 14th Oct., 1 P.M.

Siberian Mail — SHANGHAI, via Siberia to Europe—Per Anhui, 14th Oct., 6 P.M.

Australian Mail — Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per Empire, 17th Oct., 11 A.M.

SHIPPING NEWS.

MAILS DUE.

Siberian (Persia) 11th inst.
German (Prinz Waldemar) 16th inst.
American (Korea) 20th inst.

The s.s. Zafiro left Manila yesterday and is due here on the 7th inst., at daylight.

ARRIVALS.

Haiyang, Br. s.s., 1,962, J. W. Evans, 4th Oct.—Swatow 3rd Oct., Gen.—D. L. & Co.

Taishun, Chi. s.s., 1,612, R. G. Paramore, 4th Oct.—Shanghai 28th Sept., Gen.—C. M. S. N. Co.

Arabien, Swed. s.s., 4,513, F. B. Cartsen, 4th Oct.—Singapore 28th Sept., Gen.—M. & Co.

Ischia, Ital s.s., 2,884, Belsito, 4th Oct.—Singapore 27th Sept., Gen.—C. M. Co.

Childar, Br. s.s., 1,102, H Nilsson, 4th Oct.—Bangkok and Swatow 26th Sept., Gen.—T. & Co.

Armtoon Apcar, Br. s.s., 2,981, G. F. Hudson, 5th Oct.—Calcutta and Straits 19th Sept., Gen.—D. S. & Co.

Sunda, Br. s.s., 2,987, H. G. Evans, 5th Oct.—Foochow 2nd Oct., Mail and Gen.—P. & O. S. N. Co.

Malta, Br. s.s., 6,063, G. M. Montford, R.N.R., 5th Oct.—Antwerp via London 26th Aug., Mail and Gen.—P. & O. S. N. Co.

Chenan, Br. s.s., 1,359, L. Jones, 5th Oct.—Canton 4th Oct., Gen.—B. & S.

Daigi Maru, Jap. s.s., 846, H. Murayama, 5th Oct.—Swatow 3rd Oct., Gen.—O. S. K.

Pongtong, Br. s.s., 997, W. Botefuhr, 5th Oct.—Bangkok 26th Sept, Rice and Timber.—B. & S.

Keong Wai, Ger. s.s., 1,777, F. Nicolaisen, 5th Oct.—Bangkok 26th Sept. and Swatow 4th Oct., Rice.—B. & S.

Kiang Ping, Chi. s.s., 1,222, H. Uldon, 5th Oct.—Chinkiang 27th Sept., Gen.—Tung Lee & Co.

Linan, Br. s.s., 1,335, C. O. Williams, 5th Oct.—Shanghai 1st Oct., Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Prinz Eitel Friedrich, for Shanghai.
Fausang, for Singapore.
Haitan, for Swatow.
Tijpanas, for Batavia.
Chiymen, for Shanghai.
Kiang Ping, for Canton.
Taishun, for Canton.
Nippon-maru, for Shanghai.
Sunda, for Singapore.
Sabine Rickmer, for Foochow.
Arabien, for Shanghai.
Tientsin, for Shanghai.
Chenan, for Shanghai.
Linan, for Canton.

DEPARTED.

Oct. 5.

P. E. Friedrich, for Shanghai.
Seanghee, for Amoy.
Sachu-maru, for Canton.
Kyoyei-maru, for Takao.
Carl Diederichsen, for Haiphong.
Tijpanas, for Sourabaya.
Fausang, for Sourabaya.
Chiyuen, for Shanghai.
Fei, for Newchwang.
Belomand, for Yokohama.
Tientsin, for Shanghai.
Haitan, for Swatow.
Hongbee, for Amoy.

PASSENGERS ARRIVED.

Per s.s. A. Apcar, arrived 5th Oct., from Calcutta, &c.:—

Blackie, C. D. — Jonah, Mrs. J.
Gregory, Mrs. E. — Hancock, Mrs.

Per s.s. Sunda, arrived 5th Oct., from Shanghai, &c.:—

Atkinson, Miss A. M. — Lundstrom, T. E.
Faithful — Tyndall, H. S.
Hunt, Miss A. — Wookey, Mrs. — Wookey, E.

Per s.s. Malta, arrived 5th Oct., from London:—

Addison, Lt. C. C. H.
Abraham, Lt. C. H. F.
Baker, Eng.-Sub. C.
Floyd, A.
Garton, Mr. and Mrs.
Gear, Miss J.
Harrington, Eng.-Lt. L. C. W.
Laing, Lt. R. W. J.
Miskin, G.
Marryat, Lt. H. D.
Ramsey, Mr. and Mrs.
Stokes, Miss
Tooker, Mr. and Miss, Jr.

Per s.s. Linan, arrived 5th Oct., from Shanghai:—

Bartley
Campbell, W.
Menzing, Mrs. O.
MacCulloch, Mr. and Mrs.

COMMERCIAL.

EXCHANGE.

Selling.

T.T.	1/9 9/16
Demand	1/9
30. d/s.	1/9 11/16
60 d/s.	1/9
4 m/s	1/9 13/16
C/T. Shanghai	75
C/T. Singapore	76
C/T. Japan	88
C/T. India	184
Demand India	184
C/T. San Francisco and New York	43
C.T. Java	108
T/T. Marks	184
C/T. France	2.26

Buying.

4 m/s. L/C	1/10 1/16
4 m/s. D/P.	1/10 3/16
4 m/s. L/C	1/10 3/16
30 d/s. Sydney & Melbourne	1/10 5/16
30 d/s. San Fco & New York	44
4 m/s. Marks	189
4 m/s. France	2.31
4 m/s. do.	2.33
Bar Silver	24
Bank of England rate	4 %
Sovereign	$11.05

VESSELS IN PORT.

STEAMERS.

Buyo maru, Jap. s.s., 3,247, Sagam, 29th Sept.—Moji 24th Sept. Coal and Gen.—T. K. K.

Chinkiang, Br. s.s., 1,229, Kay, 27th Sept.—Canton 26th Sept., Ballast.—B. & S.

Chow Tai, Ger. s.s., 1,115, W. Roher, 27th Sept.—Bangkok 19th and Kohsichang 20th Sept., Rice and Gen.—B. & S.

Devawongse, Ger. s.s., 1,057, E. Gathemann, 28th Sept.—Manila 25th Sept., Ballast.—B. & S.

Fukuru Maru, Jap. s.s., 1,946, S. Kumawaki, 4th Oct.—Moji 25th Sept., Coal.—M. B. K.

Glenesk, Br. s.s., 2,275, I. Rafferty, 3rd Oct.—Moji 27th Sept. Coal.—S. T. & Co.

Gregory Apcar, Br. s.s., 2,961, S. H. Belson, 4th Oct.—Moji 29th Sept., Gen.—D. S. & Co., Ltd.

Hanoi, Fr. s.s., 739, G. Baulier, 4th Oct.—Haiphong via Pakhoi 3rd Oct., Gen.—A. R. Marty.

J. B. Aug Kessler, Dut. s.s., F. van der Bleesy, 4th Oct.—Singapore and Sambas 29th Sept., Oil.—A. P. & Co.

Keemun, Br. s.s., 5,871, R. Conradi, 30th Sept.—Tacoma 5th Sept., Gen.—B. & S.

Lai Sang, Br. s.s., 2,225, E. J. Todd, 28th Sept.—Calcutta 13th Sept., Gen.—J., M. & Co.

Landrat Scheiff, Ger. s.s., 1,012, A. Struve, 27th Sept.—Bangkok 23rd Sept., Gen.—Kin Tye Lung.

Loongmoon, Ger. s.s., 1,275, W. Vogeler, 22nd Sept.—Sverabaya 12th Sept., Sugar.—H. A. L.

Loong Sang, Br. s.s., 1,093, Lenck, 3rd Oct.—Manila 30th Sept., Gen.—J., M. & Co.

Lucerie, Br. s.s., 4,100, J. Mathie, 25th Sept.—Moji 20th Sept. Gen.—Bank Line.

Lyeemoon, Ger. s.s., 1,836, V. Pilgrim, 25th Sept.—Saigon 21st Sept., Gen.—Chinese.

Magallanes, Br. s.s., 1,875, Adolf Irezbal, 25th Sept.—Manila Ballast.—Jorge y Chia.

Montcagle, Br. s.s., 6,168, W. Davison, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., Mail and Gen.—C. P. R. Co.

Nippon-Maru, Jap. s.s., 3,452, A. G. Stevens, 26th Sept.—Yokohama 18th Sept., Gen.—T. K. K.

Petchaburi, Ger. s.s., 1,864, C. Gosewisch, 24th Sept.—Bangkok 18th Sept., Rice.—B. & S.

Rajah, Ger. s.s., 1,272, O. Roscher, 23rd Sept.—Fremantle Sandalwood.—B. & S.

Rubi, Br. s.s., 1,403, S. A. Crosby, 26th Sept.—Phil. Islands 23rd Sept., Gen.—S.T. & Co.

Samsen, Br. s.s., 998, R. Petersen, 28th Sept.—Bangkok 21st Sept., Rice.—B. & S.

Sungkiang, Br. s.s., 987, H. Matthias, 1st Oct.—Haiphong via Hoihow 26th Sept., Gen.—B. & S.

Tenyo Maru, Jap. s.s., 7,265, E. Bent, 3rd Oct.—San Francisco via Ports 6th Sept., Mails and Gen.—T. K. K.

Tamba Maru, Jap. s.s., K. Noda, 1st Oct.—Seattle, Japan and Shanghai 28th Sept., Gen. and Flour.—N. Y K.

HOTEL LISTS.

HONGKONG HOTEL.

Beach, O.
Beister, F. W. H. C. G.
Bowerman, W. E.
Buckhardt, Mr. & Mrs. H.
Burgess, R. C.
Bryan, Mr. & Mrs. J.
Cameron, Mr. and Mrs. M.
Chaney, G. A.
Chilvers, P. T.
Clarke, W. E.
Cranston, J. W.
Cromer, G. P.
Crosby, Mrs. S. A. child & nurse
Davis, Mr. & Mrs. L. Kennard
D'Oettingen, V.
Dohna, G.
Drew, W. C.
Eames, E. J. W.
Edwards, J. E.
Fay, Mrs. F.
Fisher, H. G.
Forrester, J.
Fromm, Hugo
Fuller, Denman
Goalbourn, V.
Gould, Mr. & Mrs. Joseph
Hance, Mr. & Mrs. J. H. R.
Hall, Capt. T. P.
Hannibal, Mr. and Mrs. W. A.
Harrison, A.
Hayes, Mr. & Mrs. G. V.
Heard, H. F.
Hines, Capt. and Mrs. J. L. family
Hollis, Mr. & Mrs. W. E.
Hough, Dr. S.
Hewett, Hon. Mr. and Mrs. E. A. infant
Innes, Capt. R.
Jansen, Mr. & Mrs. A. A. child and infant
Jorhm, H. A. E.
Johnstone, A.
Kolman, F. J.
Lewis, Miss Anna
Marriott, Dr. O.
Markham, B.
McMahon, Mr. & Mrs. W. E.
Macauley, J. A.
Morecki, J.
Mitchelmore, E. V.
Moore, A. A., Jr.
Moore, L. C.
Moulder, Mr. and Mrs. A. B.
Moule, G.
Pond, Ernest H.
Prichard, A. T.
Quezon, M. L.
Ray, E. H.
Reay, Miss F.
Richards, H. S.
Russell, Mr. and Mrs. G. F.
Russell, Miss Nan
Schlier, Mr. and Mrs.
Shelton-Hooper, Mr. A.
Sibley, J. C.
Sutherland, David
Solomon, H. H.
Spalding, Dr. and Mrs. A. D. and infant
Spittles, J.
Square, Miss W.
Steiner, Lt. and Mrs. C. E.
Tener, Mrs. H. E.
Tener, Miss
Tener, W. A.
Walker, Mrs. L. M.
Warren, E. J.
Waterman, E. J. S.
Wolf, Mrs. Geo. E.

GRAND HOTEL.

Banister-Rowe, C. H.
Berman, Victor J. & Ferd.
Cimming, J. A.
Crew, Mr. & Mrs. A. B.
Evans, G. H.
Fraser, W. A.
Franz, Oskar
Finger, W. A.
Gohmann, Dr. and Mrs.
Gun, Capt. W. A.
Hoffman, F.
James, B.
Jorgens, Mr. and Mrs. & child
Keyt, Dr. F.
Kinghorn, J. R.
Lee, H.
Lenfestoy, F. P.
Linder, Paul
Marford, U. R.
McKay, W.
Miller, B. F.
Moss, Mr. & Mrs. F. & children
Muller, W. H. J.
Nanninga, P. W. L.
Nand, T. A.
Nisson, G.
Olson, H.
Paulino, E. A.
Page, C. H.
Pringle, J. W., Jr.
Roberts, Mrs.
Rudse, W.
Schroder, Karl
Simpson, O. F.
Smith, Mrs. and child
Taylor, R.
Watling, H.

CRAIGIEBURN.

Denison, A.
Gaskell, Mr. and Mrs. W. H.
Grant-Smith, E.
Grant-Smith, Mrs.
Hancock, Lieut. & Mrs. R. L., R.N.
Macdougall, Mr. & Mrs.
Mackenzie, A.
Reinecke, Miss
Ritchie, Mr. and Mrs.
Sibley, Lieut. and Mrs. G.
Smith, Mr. and Mrs. Morton
Smithron, Miss

ASTOR HOUSE.

Andersen, Mrs. H.
Allyn, H. H.
Ashmore, Mr. and Mrs.
Barondeau, G.
Bernis, F.
Bish, W. N.
Bird, F.
Burgess, Mrs. S. C.
Bradshaw, H.
Brown, J.
Burns, L. E.
Bruce, Mrs. & Miss
Caba, J.
Carag, Francisco
Childs, Mrs. G.
Connolly, J. P.
Cox, F. W.
Dawson, H. W.
Davies, H.
Fauque, P.
Ferry, Mr. & Mrs. E. M.
Hansen, J. H. A.
Hord, J. E.
Hornbuck, W.
Humes, L. S.
Kohler K.
Kuntz, Mrs. S. L.
Lawson, E.
Leverson, J.
Lugebil, V.
Mackey, Wm. C.
Manin, J.
Marshall, M. B.
Mecquenem, J. de
Mody, N.
Morriss, Mrs. K. de
Newby, E. C.
North, W. H.
Opprecht, Mrs. N.
Opprecht, G.
Patton, J. L.
Rickenbach, Mr.
Rosenthal, F.
Schmedding, J.
Sherard, Mr. and Mrs.
Stettengren, A.
Story, N. E.
Tixera, J.
Valetto, A.
Vanta, F. L.
Wertendorff, J.
Witt, C. A. De

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SHARE REPORT.

S—SELLERS. SA—SALE. B—BUYERS

Stocks & Paid up Value		Closing Quotns.	Last Dividend and Date	Return based on Last Div.
BANKS.				
Hongkong & S'hai	$125	$895 sa. / £82	Interim dividend of £2 per share at exchange 1/9 1/16—$22.32 for ½ year ending 30th June 1911	5%
National Banks	£5	$10	In Liquidation	
MARINE INSURANCES.				
Canton	$50	$217½ s.	$15 for 1909	7½%
North China	£5	T162½ sa.	Interim of 10/- for 1910	5%
Unions	$100	$830 b.	Final of $20 making $50 for 1909 and Interim of $30 for 1910	6%
Yangtze	£50	$225 at ex. 73	$12 for 1909 and Int. of $8 on account of 1910	7%
FIRE INSURANCES.				
China Fires	$20	$127 b.	$7 & b's of $2 for 1909	7½%
Hongkong Fires	$50	$360 s.	$27 for 1909	7½%
SHIPPING.				
China & Manilas	$25	$11½ s.	$1 for 1906	
Douglas Steamships	$50	$21½	5 p.c. for year end'g 30·6·11	11½%
Steamboats	$15	$27 sa. & b.	Dividend of $1½ for half year ending 30·6·11	9%
Indo-Chinas (Preferred) (Deferred)	£5	$60	3% final making 6% for 1908 6% div. for 1909 on preferred shares	6%
"Shell" Transports	£1	81/6 / £11 b.	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.	5%
"Star Ferry"	$10 / $5	$27 / $17	Div. 7 p.c. for year ending 30.4.11 / Bon. 5 p.c.	4½% / 3½%
REFINERIES.				
China Sugars	$100	$138 s.	$10 for 1910	7%
Luzon Sugars	$100	$37	$3 for 1897	
MINING.				
Chinese Engineerings	£1	T14½	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)	9%
Headwaters	P. 10	P.10	first year	
Raubs	£1	$3.20 sa.	1s. 2d. per share on 150,000	5%
DOCKS, WHARVES, & G'DOWNS.				
Kowloon Wharfs	$50	$50	$3 for year ending 31.12.10	6%
H. K. & W'poa Docks	$50	$51	$1 interim dividend for ½ year to 30th June 1911	4%
Shanghai Docks	T. 100	T.61 b.	Tls. 2½ for 1910	5%
Hongkow Wharfs	T. 100	T.88	Final of Tls. 4 for 1910	8%
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T.100	T.94½ b.	Tls. 6 29·2·10	6½%
Hongkong Hotels	$50	$119 b. / $74 b.	$3 on old shares, $1.50 on new shares for half year 31·12·10	5%
Hongkong Lands	$100	$100	Interim div. of $3½ for 1911	7%
Humphreys Estates	$10	$7½	45 cents for 1910	6%
Kowloon Lands	$30	$28 s.	$2½ for 1910	7%
Shanghai Lands	T. 30	T.94	5% for half year to 30·6·11.	6%
West Points	$50	$47 sa.	Interim div. of $2 for 1911	8½%
Manila M'pole Hotel	P. 0	$11	15 per cent. for 1910	15%
COTTON MILLS.				
Ewos	T. 50	T.90½	T4 for year ended 31·10·10	4½%
Hongkong Cottons	$10	$5½ & 5½ sa.	T7 for year ended 20·12·10 / 50 cents 31.7·08	
MISCELLANEOUS.				
China-Borneo	$12	$10½ s.	$1 for 1910	10%
Light and Powers	$10	$1.85 s.		
Do. (Spec. shares)	$1			
China Providents	$10	$8½ b.	80 cents for 1910	10%
Dairy Farms	$6	$25	$1.20 for year end'g 31·7·10	5½%
Green Islands	$10	$4 b.	Interim of 15 cents per share for 1910	4%
Hongkong Electrics	$10	$22 b.	$1.20 per share and b's of 10 cents	6%
Hongkong Ices	$25	$165	$2 interim for half year ended 30th June 1911	6½%
Hongkong Ropes	$10	$18 sa.	$1 interim account 1911	11%
Langkats	g. 10	T.85 sa.	Special bonus T.2 15·1·11 / Interim div. T.1½ 15·3·11 / Interim div. T.1½ 15·6·11 / Interim div. T.1½ 15·9·11	6½%
Morning Post	$25	$25	None	
Peak Tramway	$10	$11.50	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·11	7%
Do.—(new)	$1	$1 b.		
Philippines	$10	$5 b.	None	
H. Price & Co., Ld.	$10	$12 b.	$1.50 for 1910	12%
Societe des Papeteries du Tonkin	Preferred $50 paid up $45	$45		
	Benefit	$500	First year	...
Shanghai-Sumatras	T. 20	T102		
Steam Laundry	$5	$6 b.	No dividend this year	...
United Asbestos Oriental Agency, Ld.	$10	$10	50cts. for year end'g 30·5·10	8%
United Asbestos Founders' Shares	$10	$200	15 per cent. per ordinary share for year ended 31·5·1910 / Do.	8%
Union Waterboat	$10	$7 sa.	5 per cent. for year ending 31·12·1910	7%
Wesmann, Ltd.	$10	$15 b.	10 per cent. for year ending 31·7·10	6½%
Watson	$10	$5½	30 cents for 1910	5%
William Powell		$4 b.		

Corrected to 5 p.m. 4th October, 1911, by E. S. KADOORIE & Co., Share & General Brokers. "The Telegraph," does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.

October 5th, a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a	29.91	—	—	—	0	—
Tokio	„	29.95	—	—	NW	1	—
Nagasaki	„	29.97	—	—	NE	1	—
Chefoo	„	—	—	—	—	—	—
W'haiwei	9 a	30.30	64	43	NW	5	b
Hankow	6 a	—	—	—	—	—	—
K'kiang	„	30.17	68	—	NE	2	b
Shanghai	9 a	30.18	73	72	NE	1	c
Gutzlaff	„	30.12	75	—	NNW	4	cr
Sharp P'k	„	30.09	75	—	NNE	2	b
Amoy	6 a	—	—	—	—	—	—
Swatow	„	—	—	—	—	—	—
Canton	9 a	30.05	76	78	NNE	2	c
H'gkong	10 a	30.03	77	75	E	2	c
Gap Rock	„	29.99	—	—	NNE	5	—
Macao	„	30.03	77	—	NNE	1	c
C. St. J.	8 a	—	—	—	—	—	—
Manila	10 a	29.92	86	64	—	0	c
Iloilo	9 a	29.89	82	—	E	1	c
Cebu	„	29.91	87	—	E	1	c
Labuan		29.92	84	—	—	—	—

	October 4th at 10 a.m.	4 p.m.
Barometer	29.94	29.87
Temperature	82	79
Humidity	59	70
Rain	—	—

On the 5th 12.15 p.—The depression left by the recent typhoon is still in existence. This morning it is moving Eastwards to the E. of the Loochoos. A depression which passed from the continent to N.E. part of the Sea of Japan yesterday, is situated now to the North of Hokkaido. The barometer has risen considerably over the China coast, a high pressure area being shown over the continent to the North of the Yangtze valley. Fresh to strong N.E. monsoon will prevail along the coast and over the N. part of the China Sea.

Hongkong Rainfall for 24 hours ending at 10 a.m. to-day, 0.41 inches.

1.—Hongkong and neighbourhood, N.E. winds, moderate to strong. 2.—Formosa Channel, N.E. winds, strong. 3.—South coast of China between Hongkong and Pakhoi, N.E. winds. 4.—South coast of China between Hongkong and Swatow, N.E.